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COMMUNITY FACILITIES PLAN GREENVILLE, N.C.

DIVISION OF COMMUNITY PLANNING

ABSTRACT

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AUTHOR: State of North Carolina, Department of Local Affairs, Division of
Community Planning, Coastal Area Office, P. O. Box 1129,
Washington, N. C. 27889

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ABSTRACT: The Community Facilities Plan is concerned primarily with services offered by the City of Greenville. Some services offered by other governmental agencies are also included. The City of Greenville located in eastern North Carolina is endowed with prerequisites that are vital to meaningful growth; even though it is located in a section of the state with a declining population. Greenville's growth is due to the presence of East Carolina University which is the city's dominant economic base. The University and high quality schools have contributed to the attraction of top industries. It should be noted that the Utilities Commission is city owned and extends services outside of the corporate limits to domestic customers and industrial customers. These varied services will continue to make the City of Greenville a growth center in eastern North Carolina, because they are replacing the agricultural status it maintained in earlier years. Recommendations are made in this plan concerning existing community facilities, the determination of their adequacy for the 20 year planning period (1970-1990), and for capital improvements to them.

COMMUNITY FACILITIES PLAN

GREENVILLE, N.C.

DIVISION OF COMMUNITY PLANNING

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PREPARED FOR
THE CITY OF GREENVILLE, NORTH CAROLINA

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S. Eugene West, Mayor
Percy R. Cox
Johnnie F. Edwards
Frank G. Fuller
Clarence Gray
Jerry Sutherland
John Taylor

CITY MANAGER
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	Jerry Sutherland, ex officio
	Dillon Watson, ex officio

Dillon Watson, City Planner

TECHNICAL ASSISTANCE FROM THE STATE OF NORTH CAROLINA
DEPARTMENT OF LOCAL AFFAIRS
G. Irvin Aldridge, Director

DIVISION OF COMMUNITY PLANNING
George J. Monaghan, Administrator

COASTAL AREA OFFICE
Robert C. Hinshaw, Director

PROJECT STAFF

Thomas I. Ramsey, Project Planner
T. J. Haddock, Jr., Draftsman
Marian J. Alligood, Secretary



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INTRODUCTION

Important among the many and diverse functions of municipal government are those services and facilities afforded the municipality's residents. It is the intent of this study to survey and analyze those functions which most directly affect the residents of Greenville and its one mile extraterritorial jurisdiction which is included in its planning area. Recommendations are also included; not based on opinion or conjecture, but rather the result of thorough and detailed study by the personnel most closely associated with the particular service or facility being discussed. Both state and national standards generally provide the basis for recommendations, but in some instances where these are not feasible, local criteria are incorporated as guidelines.

This Community Facilities Plan is but one element of Greenville's planning program. Upon completion of this study, the suggested improvements will be incorporated into a Capital Improvements Budget which will program the improvements in accordance with anticipated revenues. The Capital Improvements Budget will include specific project listing, time schedules, and means of financing. If no application of the plans are integrated into the daily operation of the city government, then considerable time and money have been expended for nothing. This is not to imply that ignoring the written planning program will bring about the downfall of responsible government and terminate the city's growth, but rather that the program establishes the guidelines whereby orderly progress can be foreseen and achieved.

SCOPE

This study is primarily concerned with the analyzation of the City of Greenville's community facilities. From the information presented and recommendations that are made in this study, it is anticipated that the seed of community improvement will be planted in the minds of those who desire to make Greenville an even better city in which to live. While these services are indeed varied, they have been divided into five major categories for purposes of analysis. These are as follows:

Administration and Public Safety. This covers the governmental offices, police and fire protection, rescue squad, civil defense, and sheriff's department.

Public Works and Utilities. Included here are water and sewerage systems, storm drainage, sanitation service, city garage and maintenance shop, cemeteries, electric and gas services.

Educational, Cultural, and Recreational. This category includes schools, East Carolina University, libraries, parks and recreational facilities.

Health & Public Welfare. This section includes the primary health and medical facilities.

Transportation and Circulation Facilities. This covers streets, sidewalks, street trees, street signs, street lighting, airports, and inter-city bus lines.

METHODOLOGY

The methodology employed here involves inventory of existing facilities and services offered, analysis of the seemingly apparent deficiencies and problems, and listing of recommended future actions. The basic information was obtained from the person or persons most directly associated with the facility or services under consideration,

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METHODOLOGY

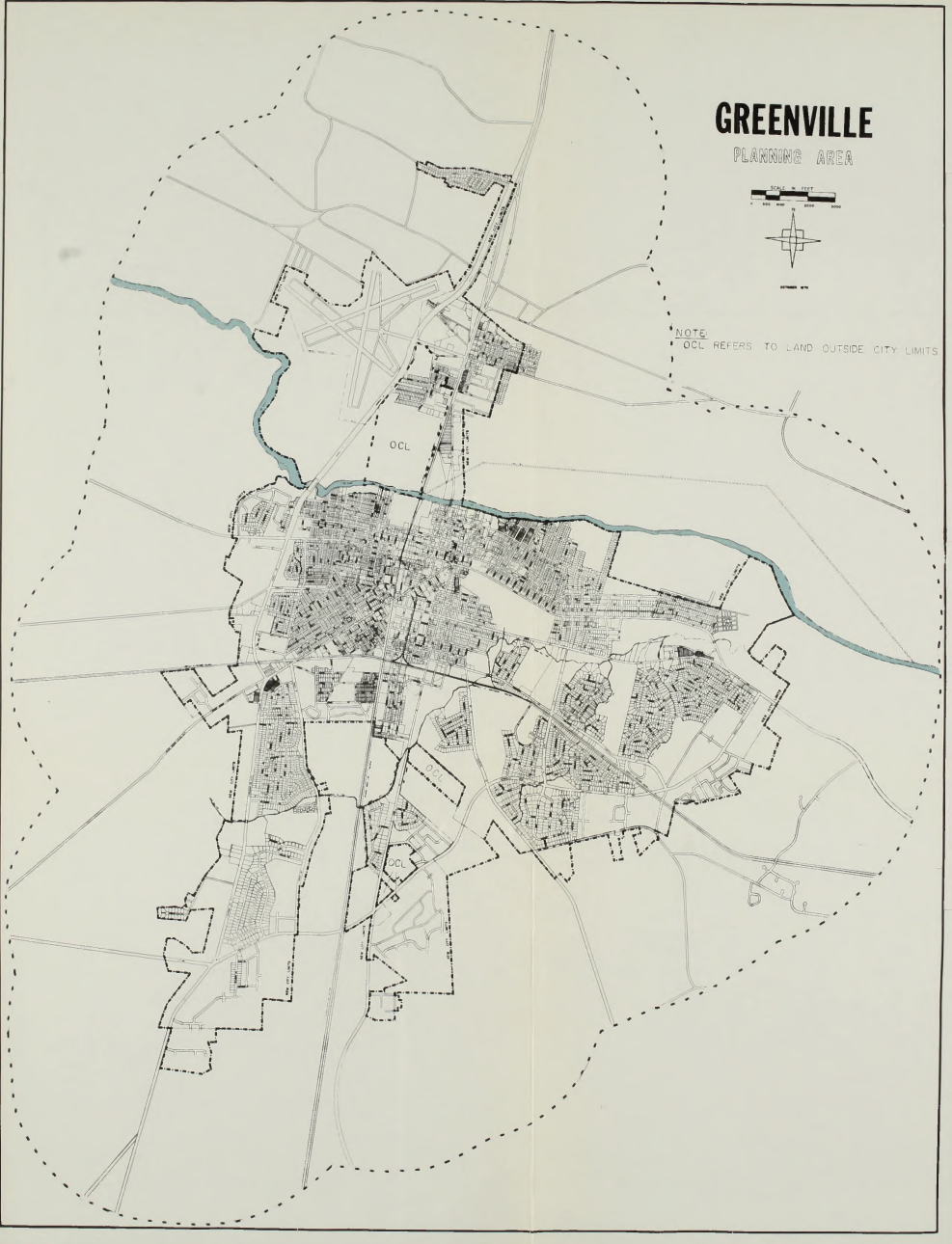
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GREENVILLE

PLANNING AREA



NOTE
OCL REFERS TO LAND OUTSIDE CITY LIMITS



and, where appropriate, information compiled by the Division of Community Planning or other agencies was incorporated. In some instances, standards based on relevant state and/or national recommendations were used to measure adequacy of existing facilities and services, but final recommendations were tailored directly to Greenville and its citizens.

POPULATION

Practically all analyzations and recommendations are based on population -- past, present and projected. This is the only logical means by which plans for community facilities can be reasonably formulated. Without this information, it is impossible to accurately program the construction of facilities necessary to serve the residents of Greenville in the future. The Population and Economy Study, Greenville, N. C. published in 1965, presented the following information:

GREENVILLE'S POPULATION				PROJECTIONS TO 1990			
<u>Recent Population</u>				<u>Projections</u>			
Area	1950	1960	1970	1975	1980	1985	1990
	(actual)						
Greenville							
City	16,724	22,860	29,063	31,800	34,500	37,500	40,500
Greenville							
Township	23,325	25,687	30,486	--	--	--	--

SOURCE: Division of Community Planning. (1950-60 figures from Greenville, N.C.; Population and Economy Study.) Projection figures were from the Department of Local Affairs, Division of Research (Arithmetic method). The city area is that land within the city limits. Fringe area is the land between the city limits and the one-mile planning perimeter line. The planning area is the total land within the city and fringe area. (It is important to note that Greenville Township includes more than the one-mile planning area and is larger in size.)

In 1970, Greenville had a population of 29,063 -- a ninefold increase over the 1900 census figures of 2,565. The city's rate of growth during the past seven decades has been far greater than that in Greenville Township, while the township's decennial rate of growth, in turn, has been greater than the county's rates.

In general, there are three types of development which can cause the population of the community to change: (a) annexation or boundary changes, (b) college enrollment, (c) natural increase (birth in excess of deaths), and (d) migration (the movement of people into or out of an area). Annexation and the college enrollment has had the greatest effect on Greenville's population.

Much of Greenville's population growth is the result of numerous annexations. Numerous annexations during the 1950's added 697 acres to the city's area. Between April 1, 1960 and September 30, 1964, the city took in 1,250 acres or 553 acres more than the total taken during the 1950's.

As was the case with annexation, college enrollment at East Carolina University has been an important factor in Greenville's total growth during the past two decades. The number of full-time day students has risen sharply as the following enrollment figures indicate: 1,578 students in 1950; 3,654 in 1960; and 5,418 in 1964.* East Carolina University's 1970-71 fall enrollment was 10,028.** It is important

*Source: Population and Economy Study, Greenville, N. C. 1965.

**East Carolina University's Office of Institutional Research
(6/18/70).

to note that East Carolina University's student enrollment comprises approximately one-third of Greenville's city population and is the city's primary economic base.

The planning area is expected to gain approximately 11,437 persons between 1970 and 1990. In relating this to the proposed Land Development Plan of January 1967, the expected population increase should bring significant residential growth in the following areas:

1. Southeastern Greenville, inside and outside the city limits which includes the area between U.S. 264 East and N.C. 43 southeast.
2. Eastern Greenville outside the city limits along and near U.S. 264 East.
3. Southern Greenville from N.C. 11 to South Evans Street and adjacent to Cannons Cross Roads, also from Pinewood Forest Subdivision to N.C. 43 south inside and outside the city limits.
4. Western Greenville will continue to develop outside the city limits along and off the present U.S. 264 bypass, U.S. 264 business west to Wilson, and west on to Farmville on N.C. Secondary Road 1200.

Growth tendencies are already indicated in most of the areas mentioned, and certain physical barriers tend to aim growth in these directions as well. (Example: U.S. 264, Tar River, East Carolina University, larger lots, and certain topographic features.)



ADMINISTRATION AND PUBLIC SAFETY

GREENVILLE CITY HALL

The Greenville City Hall was built in 1939 at the corner of 5th and Washington Street. There have been no additions since the original construction. The building contains 25,066 square feet of floor space. Three floors are in active use; the fourth floor, which was the city jail, no longer is used for incarceration of prisoners because it does not meet the standards set by the N.C. Social Services Department. The building is housing the following departments and offices: mayor, city manager, city clerk, treasurer, tax collector, personnel manager, Greenville Utilities Commission, City Engineer, Building Inspector, Housing Inspector, City Planner, Police Department, and Building and Grounds Superintendent. The physical appearance of the building is good and the exterior and interior is structurally sound.

The physical arrangement of the various offices is inadequate due to the city's growing need for additional staff. Most departments have offices scattered on all three floors that are in active use. Needless to say, with all the activities listed above, the Greenville City Hall is crowded.

The Utilities Commission is located in the east wing of the City Hall, occupying space on all three floors. Although a municipal agency usually handles the installation of utilities, all maintenance and business transactions for water, sewer, gas, and electric power are handled by the Commission. By nature of its operation, the Commission is visited by many people paying and/or inquiring. Despite a suitable general location and a good linkage with other agencies, the Utility Commission

has reached the point where it should seek its own quarters since a growing shortage of office space, poor circulation between offices, and a total lack of parking facilities for the public decreases this agency's daily administrative efficiency.

The parking lot located adjacent to city hall has 30 spaces for city employees and three (3) for visitors. The city leases 36 additional spaces one block away from city hall. On-street parking is available on 5th and Washington Street, with one-hour meters. There should be additional 12-minute zones in this area to facilitate the needs of the citizens that visit city hall for daily business transactions (example: Utilities Commission).

The City Council has approved a proposal for a new City Municipal Building on a site at the intersection of 1st and Evans Street. Plans for the new municipal building have progressed through all phases up to the receipt of construction bids. Architectural drawings available propose a structure which will accommodate all present city office activities plus the Redevelopment Commission. Housing Authority, and other quasi-public civic uses and certain Social Service activities. At the present, there is no firm schedule as to when the new facility will be constructed. It is suggested by the City Manager that construction will not be executed until arrangements can be made that are reasonably within the city's financial reach. The proposed municipal building, which is due to provide ample room for all offices including the addition of the police department (plus needed parking space), should fill the anticipated need for Greenville's governmental space once it is an actuality.

Recommendations

With Greenville in need of a new Municipal Building and the Utilities Commission in the position that it could use more space and expansion room, it is recommended that once the present structure is vacated by other users, it could be used solely for the Utilities Commission. There may be other alternatives that the Urban Renewal projects will open which should be considered. A factor that must be considered in locating new administrative headquarters is parking area adequate for both employees and the public. A drive-in window would also be advantageous for it would lessen considerably the requirement for off-street parking. Since financial arrangements and final urban renewal plans are not firm now, it is important that the city, the Urban Renewal Commission, and the Utilities Commission work closely on this matter in order to reach a final decision regarding site and other details on the proposed City Hall during 1971.

POLICE DEPARTMENT

The Greenville Police Department is located at 5th and Washington Street. The police department occupies space on the first, second, and third floor of the municipal building which encompasses some 5,737 square feet. The structural condition and physical arrangement of the police department quarters are insufficient for the present planning period. All offices are virtually filled to capacity; there is little or no room for expansion. Individual office space ranges from about 400 square feet to 180 square feet. Needless to say, that 180 square

feet in the traffic division with two employees, file cabinets, and information counter, etc. is over-crowded. There is no on-premises jail; prisoners must be incarcerated at the county jail. However, if a citizen is arrested, he is held at the old city jail temporarily for detention, interrogation and processing procedures. The Greenville Police Department is divided into seven divisions: Traffic, School-Crossing Guards, Bureau of Investigation, Training Division, Special Duty, Records and Identification Division, and Departmental Records. Other law enforcement agencies that the City Police Department coordinates with are as follows: County Sheriff's Department, State Bureau of Investigation, Federal Bureau of Investigation and Alcohol Beverage Control Officers.

The Police Department has a total of 81 personnel. This includes the Chief of Police, Assistant Chief, eight lieutenants, ten sergeants, one corporal, 23 patrolmen, two dispatchers, three ladies in records, two "meter maids," and two employees in departmental records. There are 14 school-crossing guards and 14 police reserve officers. There are four full-time Black men on the Greenville Police Force; two uniform sergeants, one sergeant detective, and one patrolman. The Police Department has been and still is trying to recruit more Blacks in the department. The department has contacted Black leaders and Black organizations to aid in recruiting Blacks but have not been very successful. There is no one answer to this unsuccessful recruiting program. The Police Department consists of four squads with staggered shifts so one squad is off at all times. The work week consists of a

minimum of 40 hours (this also includes the detectives). Time spent in court may be in addition to the "work week," however, the Federal Bureau of Investigation recommends that for every 1,000 population of a city, there should be an average of two policemen. Greenville's present patrolling force has one per 1,000. (Greenville's Police Department offers mutual aid to East Carolina University's security force.)

There is a regular training program set up for the Greenville Police Department. New recruits receive six months on-the-job training (in service). This period is described as the probationary period and classes are administered by the training officer. The new recruit is also supervised on duty with an experienced officer during his entire probationary period. After the completion of the probationary period, which is determined by the chief, he may continue his training with S.B.I. courses, Pitt Technical Institute Police Science classes, or he may attend a Police Rookie School for four weeks. The Police Rookie School is held in different Eastern Carolina towns twice per year. These courses involve training in breatherlyzers, narcotics, riot control and human relations. There is also a program in training school - crossing guards, with no definite time schedule for the length of the training period. The school-crossing guards are placed with an experienced officer until the officer feels assured that the school-crossing guard can handle the job alone. The police library has a supply of fundamental police books, however, at the present these are not sufficient for present day needs.

Recently, the Police Department has trained two officers to specialize in Human Relations to effectuate better cooperation and coordination between the citizens and the Police Department.

The vehicular fleet consists of eleven cars, one prisoner bus and two motorcycles. Of the eleven cars, eight are for patrol, one for the detective division, one for the chief, one van for on location investigation which includes fingerprinting, photographing, and securing applicable evidence and one reserve. The chart below shows the car, year, and make.

<u>Car</u>	<u>Year</u>	<u>Make</u>
#2	1970	Ford 4 door
#3	1970	Chev. 4 door
#4	1969	Chev. Van I.D.
#5	1967	International Scout 2 door
#6	1969	Chev. 4 door
#7	1970	Chev. 4 door
#8	1970	Rmb. 4 door
#9	1968	Chev. 4 door
#10	1968	Chev. 4 door
#11	1970	Rmb. 4 door
#12	1969	Chev. 4 door
#13*	1954	Chev. Bus
#14	1969	Rmb. 4 door
#18**	1968	Harley Davidson
#19**	1968	Harley Davidson

*For transporting prisoners

**Motorcycles

All cars are equipped with radios and there is contact with other law enforcement departments through inter-city communications. This is accomplished through the dispatcher who operates the police base station located in the municipal building at headquarters. There are 14 walkie-talkies used by the men on foot patrols, stake outs and in

case of "riots." There are three call boxes in operation; one at Five Points, one at Pitt Plaza, and one on Bonner Lane. In related equipment, the department has additional side arms plus mace. The condition and adequacy of existing equipment is good. Uniforms, side arms, chemical atomizer and other minor items are supplied to each man by the City.

All areas within the city limits are patrolled on a frequent basis; the most congested area receives the highest priority, this being the commercial and some industrial areas. The Sheriff's Department and the Highway Patrol provide protection outside the city limits and service is available within the city in case of an emergency.

There is an expansion program for improving equipment. The Chief of Police has projected an increase of 10 side arms for 1971. The City of Greenville received a \$6,840 grant to aid in putting in a new police radio dispatch console center at headquarters. This grant was obtained through the Mid-East Economic Development Commission.

(Law Enforcement Planning Division)

Located off Cemetery Road on the northeast side of Greenwood Cemetery about two miles from the police station is the police club house and firing range. The five acre site includes the club house (which has a kitchen and lounge) and a nine place firing range. All of the property is city owned and an additional 25 acres are available if needed. These facilities are available for use by other law enforcement agencies, civic groups, etc. under supervision.

Recommendations

Greenville has two police officers trained in Human Relations. It is recommended that all officers receive training in Human Relations. Promoting community participations and involvement in law enforcement generates respect for the law and finding methods to induce public support of law enforcement efforts will be one of the most valuable tools in creating a meaningful crime prevention program. Dramatic reductions in crime rates have been achieved within communities that have been successful in generating programs of community involvement in law enforcement efforts. The police department and the individual officer may be largely responsible for the lack of respect and community support. Generally speaking, the public has not been provided with the type of information or public education that would give them understanding or encourage respect. However, such respect can only be achieved through understanding.

Also, there should be some special program efforts directed at the juvenile level. It is proposed that juvenile officers be trained for the police force, who will devote their full concern to juvenile relations.

It is recommended that when the new Municipal Building is constructed and the police headquarters are located there that a sub-station be constructed in South Greenville in the vicinity of Pitt Plaza.

There is a need for the Police Department to update their library with new and up-to-date police science books and manuals.

It is recommended that when the Police Department hires new recruits, first consideration should be given to reserve officers due to prior experience with the department, providing that there are some younger men interested in a career in the Police Department.

It is recommended that four (4) additional school crossing guards be employed by 1973 to meet the projected need.

FIRE DEPARTMENT

The Greenville Fire Department was organized in 1896. The present control station, a two-story masonry structure was built by WPA in 1939, and is located on the corner of West 5th and Green Street -- adjacent to the Central Business District. There are two sub-stations; station #2 located at Skinner and Chestnut Street, and #3 located at the intersection of Brown Lea Drive and East 14th Street. The present central station is not adequate for the planning period because of insufficient space for new equipment. There is not adequate space for sleeping quarters, lavatory facilities, kitchen, office space or parking. In 1959, the rescue squad built an expansion to the present structure which has utilized needed space by the fire department. The structure is in good condition, but lacks space for its present equipment and expansion. With planned rehabilitation of the Central Business District and the widening of the streets, the fire department will stand to lose some of the land presently in use. If the staff and vehicular fleet are increased, the present central station may have to be relocated due to inadequate space for such needed expansion.

Fire department personnel includes the Fire Chief, two assistant chiefs, two line captains, two captains who serve as training officers, one captain who is a fire prevention officer in charge of inspection, eight lieutenants in charge of sub-stations, 22 privates (firemen), one mechanic, and one dispatcher. This is a combined total of 40 paid personnel. Of the total paid personnel, there are five Black firemen and one lieutenant. There is a very slow employee turnover rate, therefore, vacancies are filled only as they occur. Of the 36 volunteers, there are 13 Blacks who are older men and maintain regular jobs. The fire chief indicated that the overall working relationship within the fire department is excellent.

All firemen work a 24-hour on 24-hour off shift. (Two shifts - 72 hour work week.) In addition to the salaried personnel, there are six part-paid and 36 volunteers who serve on an "as needed" basis. There is a weekly training test program administered by the training officer for each shift. Training is conducted at the station (class-room) and the training ground at Chestnut and Skinner Street (Drill Tower). This includes fire fighting methods, first aid, rescue operations, pump testing, public relations, etc. Lectures, demonstrations of fire drills, film, slide presentation, and safety programs are given by request to various groups and schools, etc. Inspections of business buildings, schools, hospitals, clinics, nursing homes, city, state and county buildings in the city, day care centers, and nurseries are made three times a year; residential inspection is made upon request. There is no fire fighting outside of the city except for

schools, churches, city, county, and state owned buildings. (The Greenville Fire Department has a contract with some manufacturing and commercial establishments outside of the city which are under a contract for fire protection. This contract is worked on a yearly basis and the charge is based on square footage of the building to be protected.) There is cooperation with other fire departments in the area through mutual aid if they have fire hydrants.

The American Insurance Association has assigned Greenville a fire rating of #5. The manning of companies is not the only major factor when considering the overall fire insurance classification of the city. It is significant to note that 34% of the city's fire insurance classification is determined by the municipal water system, its reliability and its adequacy. Expenditures in the water system may result in certain improvements other than fire protection to a given area, and will require a one-time capital outlay resulting in a significant decrease in total number of deficiency points assessed against the water system. It is wise to consider capital outlay for water system improvement as a means for improving the city fire insurance classification rather than to employ excess personnel in the Fire Department, which admittedly, may accomplish the same objective when related to the fire insurance classification. However, personnel costs are recurring costs as opposed to a single capital outlay for water improvements.

Greenville has approximately 125 fire alarm boxes located throughout the city. The average city receives less than 9% of its total alarms for fire over the public emergency reporting system, whereas

Greenville, according to records, received an average of 19.1% of its total alarms for fire over the telegraph box system for the years 1964 through 1967.

There is a code alarm system in each of the three stations. All are operated by alarm from any box or can be activated from the main station.

Volunteers are notified by radio monitors, telephone and outside horn system. There is a base radio station in the Municipal Building remoted to the police dispatch console and a remote at the main Fire Station. There are no radio base stations in either station, #2 or #3. The calls to these stations are transmitted by telephone. It is significant that, during the ice storms of recent date, stations #2 and #3 were completely out of communications with headquarters due to the fact that telephone lines were out of service. At the present time, there are two telephone trunk lines terminating in the Fire Department, and both fire and rescue calls are received over these lines. There is no rotary switching arrangement whereby a second line will take a call when the first line is busy. All fire equipment vehicles, including the two cars used by the chief and assistant chiefs, have two-way radio systems.

Equipment is inventoried as follows:

Main Station

- 1 1941 Peter Pirsch Jr. Aerial, 750 GPM pumper (no tank capacity)*
- 2 1961 American LaFrance Triple Combination 1000 GPM pumper (500 gallon tank capacity)

*Emergency reserve (on standby).

- 1 1967 Ford Triple Combination, 750 GPM pumper (500 gallon tank capacity)
- 1 1970 Ward LaFrance, 85 feet elevating platform, 1250 GPM pumper
- 1 1969 Ford Sedan (chief's car) w/radio county fire net
- 1 1963 Chevrolet Station Wagon (asst. chief's car)
- 1 Truck 3/4 ton (tool truck)

Station No. 2

- 1 1956 G.M.C. 750 GPM triple combination pumper (600 gallon tank capacity)
- 1 1966 G.M.C. Panel Truck 3/4 ton (tool truck)

Station No. 3

- 1 1953 G.M.C., 750 GPM triple combination pumper (600 gallon tank capacity)

Other fire department equipment consists of one foam eductor on each pumper, 11 independent breathing apparatus, eight self-contained masks, and three walkie talkies.

In a city the size of Greenville, there is the question of purchasing two expensive pieces of fire apparatus during the same year, as was done in earlier years. The policy of multiple purchase of expensive fire apparatus means that both units will have to be replaced at approximately the same time. More thought should be given to planning for purchase and replacement of apparatus in order to avoid multiple purchase in any one year.

The three fire stations in Greenville are an adequate number at this time. However, it should be noted that a fire engine responding from headquarters station, north on North Green Street to the northwestern point of the Greenville corporate limits is required to travel a distance of 3.3 miles. While it is recognized that the Greenfield Terrace area is residential in character and small in area, the city

administration should take note that the response distance for fire defenses in that section of the city is approaching the practical limits with having to build a 4th fire station, thus requiring an additional engine company. If a 4th station becomes necessary, it will be because of distance only and not necessarily related to population of the City of Greenville nor the required fire flows for the area to be protected.

Station No. 2 (West End) is located 2.7 miles from the southwest corner of the Greenville corporate limits. It appears that a considerable amount of Greenville's growth is occurring in the south to southwest, including a number of commercial properties in this section of the city. The first responding engine company to this section of the city would be from Station No. 2. This station is poorly located, taking into consideration the growth pattern of the city and, more importantly, the type of high value properties being protected. Station No. 2 was not designed as a fire station and is poorly arranged for fire station use.

Map #4 illustrates fire districts and high value areas.

Recommendations

It is recommended that the city build a new central fire station. The central station does not have room for expansion. There is not sufficient space for the present equipment and other needs as noted earlier. Also the central fire station is adjacent to the Central Business District and present access to the CBD is restricted to radial major thoroughfares, most of which exhibit capacity deficiencies at

signalized intersections. As a result of these deficiencies, somewhat hazardous and congested conditions are created, particularly during peak traffic periods. Most of these intersections will be even worse by 1975, under anticipated conditions. (The area considered herein is bounded by Green and Reade Street and First and Fifth Streets, inclusive.)

It is recommended that sub-station #2 now located at Skinner and Chestnut Street, be relocated on Memorial Drive in the area of Milbrook Street. This substation is also located at the Fire Department's training grounds; if and when the station is relocated, it is also recommended that the facility be used as a classroom training facility for the fire department.

It is recommended that the fire prevention officer attend all meetings of the City Planning Board and acquaint himself with zoning regulations and other matters that come before the Planning Board which relate to fire safety. In this capacity, the fire prevention officer should serve as the Fire Chief's representative. This responsibility would also include the Fire Department's concern and involvement with any proposed annexations and other long range planning.

It is recommended that the present primary fire limits be enlarged to adequately cover the commercial and industrial districts, and consideration be given to the need for establishing secondary fire limits in shopping centers and other areas with large multiple-use occupancies.

Also it is recommended that a base radio station be installed in each fire sub-station. This would eliminate the dependency on the

local telephone system in the event of emergency condition if telephone lines are temporarily out of order.

It is recommended that the 1953 G.M.C. triple pumper located at Station No. 3 be replaced in 1973.

RESCUE SQUAD

The Greenville Rescue Squad is located on West 5th and Greene Streets. The Rescue Building connects to the Central Fire Station. This organization was in operation prior to 1948, but did not receive any vehicular equipment until 1948. The rescue squad consists of two full-time men and two part-time men who are also firemen. There are 12 volunteers in the organization. The by-laws of the squad call for 20 members, but there is a need for four additional men to complete this quota. Members are selected on the basis of their skills -- medical, mechanical aptitude and a willingness to serve. All members are on constant "standby." Full and part-time members of the squad who are firemen attend monthly training sessions. Volunteers attend two meetings per month. Training for the Rescue Squad consists of the following courses.

Standard American Red Cross	(15 hrs.)
Advanced American Red Cross	(15 hrs.)
Instructor's Course	(15 hrs.)

*E.O.-3 (Code No.) course by N. C. Department of Health (ambulance attendants certification) (24 hrs.)
North Carolina Rescue College 24 hrs. per year for four years
North Carolina Rescue Institute (20 hrs.)

**Local Training Program

*Required by the State of N. C. Health Dept. for rescue & ambulance ways.

**Review, practice, and application of learned techniques and any new procedures.

The North Carolina Rescue College instructs a four (4) year school and members must attend 24 hours per year for four (4) years to complete the course. Four (4) members have completed the course and six (6) are now enrolled. The Insurance Department also adds Post Graduate course.

Major equipment for the squad includes the following: two light duty rescue vehicles capable of transporting four stretcher patients each (equipped with radio), one heavy duty civil defense rescue truck (diaster type, equipped with radio), one International Scout truck, two 14-foot aluminum boat, two outboard motors (7½ HP & 10 HP), three generators (gasoline pull rope type) for lighting and power source, two mechanical resucitators, one cardiac message machine, one set of cutting torches, one chain saw and one skill saw, etc.

The City of Greenville's Rescue Squad serves the city, all of the planning area, and Pitt County. There are no definite lines as far as the area in Pitt County served.

There are no quarters available for volunteer personnel. The two full-time and two part-time men are quartered with other members of the fire department. In case of an emergency, most volunteers are called at home on the general telephone system, but some have their own personal mobile units.

The organization for the most part operates on the budget from the city. The following items are funded by the city:

1. Salaries for two full-time men.
2. Salaries for two part-time men.

3. Upkeep of all equipment (maintenance, gas, oil and etc.)
4. Money for the rescue squad schools.

Pitt County pays the city some money toward its operation. The organization also receives donations from families of victims and from local groups. No charges are made for rescue services, however all donations are accepted.

Future plans include utilizing all of the present educational outlets and any new schools which will develop in the rescue field or general first aid. The squad will continue to upgrade all of the rescue trucks and equipment and continue to add personnel as the squad expands.

Recommendations

Replacement immediately of the 1962 Chevrolet rescue vehicle. Because of its continuous usage over the past eight years, mechanical problems are beginning to appear. In view of the distance traveled and various services afforded, all equipment should be adequate in completing its missions.*

It is recommended that new quarters be established near the edge of town to facilitate the calls being made in almost any direction via a major thoroughfare, - such as in the area of Memorial Drive or Shore Drive.

A "recruiting program" should be initiated to bring the squad to full staff size. As the city continues to grow, it may necessitate making changes in the by-laws for more personnel.

*The replacement of this vehicle was initiated in December, 1970.

NOTE: There are no set standards for measuring such a service as a volunteer rescue unit, short of the standards of service that these responsible citizens set for themselves. It is evident that this service is useful to the community, due to Tar River accidents, power failures, and proximity to the Atlantic Coast-line that hurricanes and heavy rainfalls sometimes follow. Local flooding in the City of Greenville could also add to the need for this service, and accidents.

CIVIL DEFENSE

Civil Defense was organized in the planning area in 1940. The director's office of Civil Defense is located at 1006 West 3rd Street. The director is part-time and has a part-time secretary. The currently designated EOC (Emergency Operation Communication) is in the County Courthouse in Greenville. There is adequate space for the estimated 50 people required for EOC operation. The primary radio nets are installed in the EOC with the major exception of the county ambulance net. The Greenville EOC in the municipal building does not have adequate protection against radiation. Radio systems are installed, but the emergency power is connected to the police and fire nets only.

There are 20 stocked public shelters located in Greenville. Unstocked spaces include Pitt Memorial Hospital, due to lack of storage space. The telephone company also has unstocked spaces due to restricted areas not open to the public. The last survey of shelters was made in 1962 and was not complete; a revised one made in 1963 had the same problem. It is estimated since that time that Greenville has 80 new shelters and approximately 40 of these are at East Carolina University; these have never been surveyed. In June of 1971, the

Naval Facilities Emergency Command, U.S. Naval Base, Charleston, S. C. will survey the entire operation.

Major equipment includes primarily military surplus; most of it is ten (10) years old.

The organization is not organized well enough to function as an integral part of city and county needs due to the lack of many inter-connecting networks.

Recommendations

It is recommended that there be a pooling of personnel in a city-county civil defense organization to have inter-connecting networks that would better serve the citizens of Greenville and Pitt County.

It is also recommended that all new city and county schools be furnished with fallout shelter facilities.

There is an immediate need for new radio equipment.

SHERIFF'S DEPARTMENT

The Pitt County Sheriff's Department and jail are located in the County Courthouse on Evans and Third Street. The original building was constructed in 1910 but there has been a recent expansion program, which included a new jail. Therefore, the structural condition, physical appearance, and adequacy of the jail and building is good. There are 12 cells for females, 66 for males and eight for juveniles which make a grand total of 86 cells. The jail quarters are constructed so that there is a separation of persons incarcerated by age and degree of offense. The jail is shared jointly by the City and County.

The staff includes the Sheriff, 14 deputies, three dispatchers, three jailers, one matron, and two secretaries. Qualifications for hiring and training program for recruits must have the following characteristics: be a high school graduate, good health and character, 3-5 years work experience -- prior law experience is desirable and a driver's license. A new recruit must complete a Basic Law Enforcement Course which consists of 120 hours, after which he is placed on a six month probationary period. There is a continual training program for experienced employees which is one week per year, some of the officer's training extends beyond this if it can be incorporated in their schedule. The Sheriff's Department does not have a library of fundamental police books nor is the department divided into divisions (traffic, detective, identification, etc.).

There is approximately 12% yearly turnover in personnel. The Sheriff's Department and jail's budget exceeds two-hundred thousand dollars annually. Other duties of the Sheriff's Department other than enforcement of the law, consist of patrolling all of the athletic activities throughout the county and transporting mental and alcoholic patients to hospitals. The department endures county-wide patrol -- night and day and the one mile planning areas of the city. All officers work eight-hour shifts 48 hours per week. There are three shifts per day. Records are kept in the following manner: arrest records, jail records, complaint records, investigation records, personnel records, fingerprint and criminal records; all are maintained in the Sheriff's Department. There is close coordination with Federal, State,

and local law enforcement agencies. Presently, there are .08 officers per 500 (71,991-1970 preliminary Bureau of the Census Report) which gives only one officer per 5,000 people. The Sheriff also states that the size of the force is inadequate due to population and other duties performed other than law enforcement. The Sheriff stated that the major enforcement problems in the county are narcotics -- lottery.

The fleet of 12 Chevrolet 4-door sedans equipped with four channel radios are county owned and are replaced every two years on a staggered basis.

The radio equipment is adequate for the planning period with the exception of additional connections to the generator for the Sheriff's office, Fire Marshal's office and telephone transformer.

Recommendations

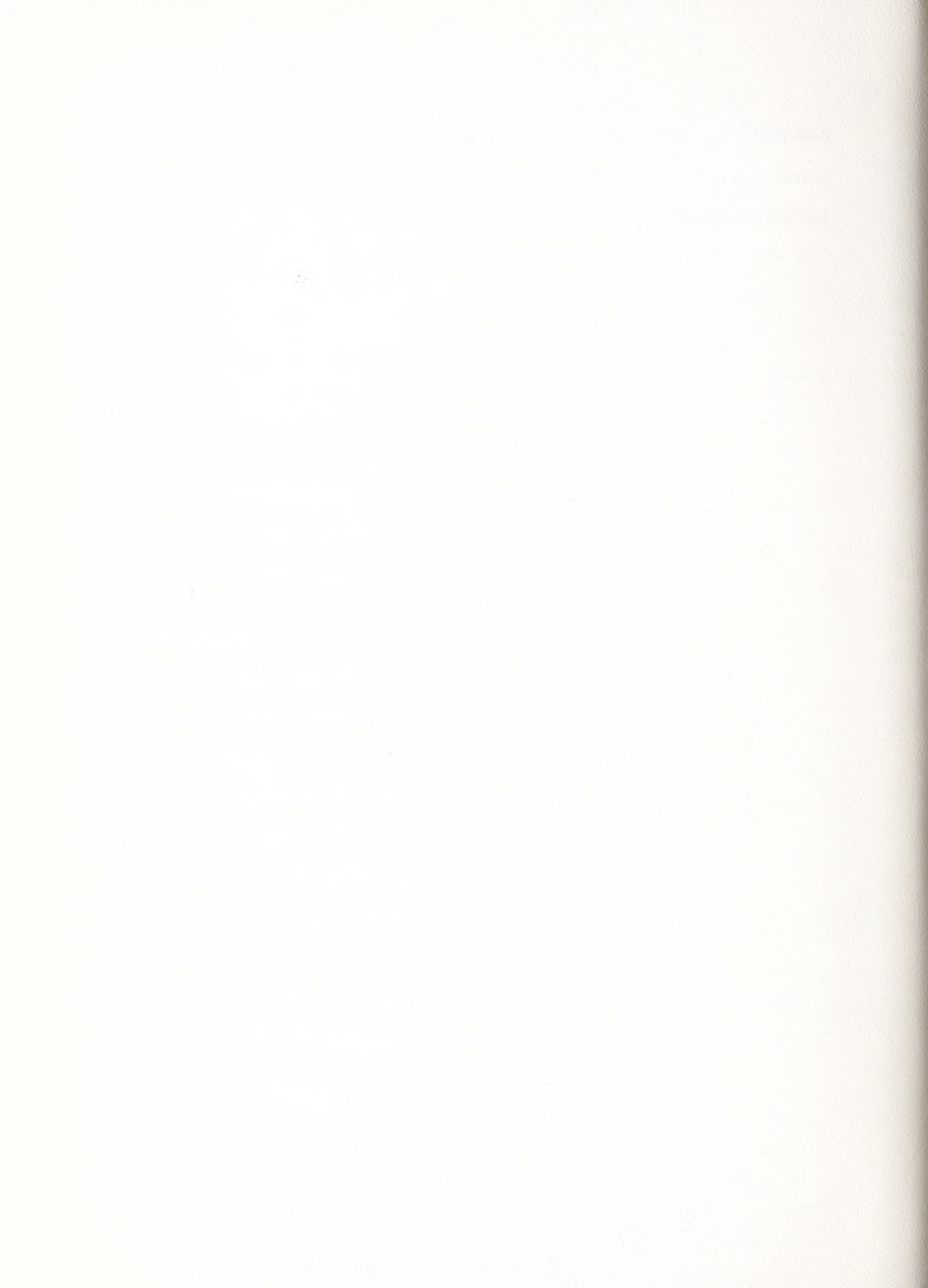
It is recommended that the County Sheriff's Department purchase their own van for investigation which includes fingerprinting, photographing, and securing applicable evidence. Presently, the county operates jointly with the city in this operation. This procedure may function well within the city and the one-mile planning area but the county department has a much greater area to serve.*

There is a need for updating the present communications with adjoining towns.

There is a need for a special narcotics squad. (A grant for a Pitt County Narcotics Squad was applied for through Mid-East Economic

*SOURCE: Sheriff of Pitt County.

Development Commission (Law Enforcement Division) in July 1970. The grant application was approved by the N. C. Division of Law and Order for approximately \$15,000 to be effective June 1971.)



**PUBLIC WORKS AND
UTILITIES**

WATER SERVICE

Water, sewer, gas and electric services are the responsibility of Greenville's Utilities Commission which is municipally owned. An adequate water supply is one of the most fundamental aspects of community growth and development. It is significant that water is always listed toward the top of any list of prerequisites set up by an industrial organization seeking new sites.

Greenville presently obtains its water supply from the Tar River and five (5) deep wells. The water treatment plant is located on West Third Street between Pitt Street and Third Street on the banks of the Tar River. The total system supply has a daily capacity of 5.75 million gallons per twenty-four hour period. The filtration plant has a daily capacity of 3,000,000 gallons per twenty-four hour period and each deep well has 500,000 to 750,000 gallon daily capacity. The treatment plant capacity is based on a standard filtration rate of two gallons per square foot per minute of filter bed area. With modern facilities, this capacity may be increased to four gallons per square foot per minute of filter bed area with a multi-media type high rate filter. The average daily consumption rate is 4,000,000 gallons per twenty-four hour period.

The following chemicals are used in water treatment at the filtration plant: aluminum sulfate, chlorine and floride. The deep wells also use chlorine at the rate of 1.0 parts per million. The water PH is 8.3 and the hardness is approximately 20 parts per million.

Greenville does not have any water reservoirs; however, the following storage facilities are in use:

1. Two (2) 250,000 storage tanks located at the filtration plant.
2. Two (2) 500,000 gallon above ground water tanks.
3. Four (4) 300,000 gallon above ground water tanks.

Approximately 70 miles of water mains have been added during the past ten (10) years. Mains are of cast iron and abestos cement. Most of the developed streets in Greenville have distribution mains installed and are adequate to meet the fire underwriter's requirements. (1970 Fire Flow 12.75 million gallons per day and 13.5 million is available.) The present water system serves a population of more than 30,000. In the year ending June 1970, there were 7,733 customers (Domestic Service) and 746 customers (Commercial and Industrial) for a combined total of 8,479 customers. There was 23.0% increase in domestic water service from 1960 to 1970 and 3.2% increase in Commercial and Industrial water service; a breakdown of pipe diameters and the total mileage distribution lines in service at the end of 1970 appear below.

<u>Size of Main</u>	<u>Miles</u>	<u>Feet</u>
4 inch diameter	20.58	108,662
6 inch diameter	67.52	349,554
8 inch diameter	22.85	118,989
10 inch diameter	10.06	53,117
12 inch diameter	8.77	46,419
14 inch diameter	2.88	15,206
16 inch diameter	2.97	15,682

Personnel involved in the water system is indicated below:

Water Treatment Plant - One (1) supervisor
One (1) chief operator
Four (4) operators

(The personnel at the water treatment plant also take care of the deep wells.) There is a total of 45 persons in the Water Department which include the above and Director, secretarial, and maintenance.

Major equipment in the water department includes the following:

two (2) 1968 Ford construction trucks
two (2) dump trucks
two (2) Ford tractor back hoes
one (1) small bulldozer
one (1) Bronter type back hoe
one (1) Cleveland ditcher
(other equipment includes all different types of tools used in the maintenance of a water system)

Plans for the 1970's include: increasing capacity of water treatment plant from three (3) to six (6) million gallons per day (1971-73);* addition of four deep wells (1973 and 1975); extension of major transmission mains to fringe areas where growth is anticipated; additional storage facilities as demand increases (1971-77). The expanded treatment plant will use more modern and sophisticated equipment to produce higher quality (and more uniform) finished water.

Recommendations

Engineering studies --- Pitometer Associates of New York, New York in 1969, Olsen and Associates of Raleigh, North Carolina 1969 and Rivers and Associates, Inc., Greenville, N. C. submitted studies of

*Present plant is operating at 100% of its 3,000,000 gallons per day capacity.

Greenville's water distribution system and have made several recommendations involving needed improvements. These studies were made for the purpose of making recommendations, general plans, and specifications for necessary extension and reinforcements to meet both present needs and future requirements. (Map 2 illustrates the existing and proposed water lines for the planning area.)

It is recommended that the proposed water system addition consist of extending a new main from the existing 300,000 gallon elevated tank located at the corner of Airport Road and North Greene Street northwest to Memorial Drive, then north along Memorial Drive to connect with an existing 14 inch main. This main will double the capacity of water flow north from the elevated tank, thereby, adding strength to the system. These improvements are the missing links in a triangular loop in a developing area of North Greenville. These additions will enable this area to be served from several different directions, thereby increasing available flow, fire protection and decreasing the chances of an emergency water supply failure. Many residents of this area are low-income families.

Addition of an 8 inch main along N.C. Highway 11 (Memorial) from a point approximately 600 feet south of Glenwood Avenue, south to Millbrook Street. A portion of the area is a medium and low-income residential area.

Addition of a 12 inch main along Hooker Road extending from the Chestnut Street elevated tank across Dickinson Avenue to the U.S. 264 Bypass. This proposed water line addition will strengthen the loop

GREENVILLE

PLANNING AREA



NOTE:
OCL REFERS TO LAND OUTSIDE CITY LIMITS

MAJOR WATER DISTRIBUTION SYSTEM

- EXISTING WATER LINE (6" or less) *
- EXISTING WATER LINE (8" - 12")
- EXISTING WATER LINE (14" or larger)
- - - PROPOSED WATER LINE (8" - 12")
- - - PROPOSED WATER LINE (14" or larger)
- EXISTING ELEVATED STORAGE TANK
- PROPOSED ELEVATED STORAGE TANK
- ▲ EXISTING WELL
- PROPOSED WELL

* SOME 6" AND 8" LINES ARE NOT SHOWN
ON MAP COVERAGE AREA.

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PLANNING AREA



NOTE:
OCL REFERS TO LAND OUTSIDE CITY LIMITS



LAND DEVELOPMENT PLAN 1967

INDUSTRIAL & WHOLESALE		EAST CAROLINA UNIVERSITY
CENTRAL BUSINESS		HIGHWAY COMMERCIAL
OFFICE AND INSTITUTION		PUBLIC OPEN LAND
HIGHER DENSITY RESIDENTIAL		LOCAL COMMERCIAL
MEDIUM DENSITY RESIDENTIAL		REGIONAL COMMERCIAL

THOROUGHFARE PLAN

MAJOR THOROUGHFARE
 MINOR THOROUGHFARE



serving all of South Greenville and, therefore, is a vital addition to the system.

Extend a 12 inch main from Third Street in Greenville north along Memorial Drive (N.C. 11) across the Tar River, pass the airport, then connecting with the proposed 14 inch mains at the intersection of Gum Road and Memorial Drive. This line will complete a very desirable loop to provide water to both north and west Greenville. The residential areas at each end of this segment are occupied by low income families.

These proposed extensions will serve areas that are rapidly developing with industries and commercial enterprises as well as residential and apartment complexes and will provide an essential link in a triangular loop extending from the existing storage tank at Airport Road extending out to Parkers Chapel along N.C. 30 and back along Mumford Road, thereby, strengthening the future system serving the Parkers Chapel area as well as the North Greenville Bypass area. Some of the residents of this area are families having low-income and living in substandard housing.

Addition of approximately 2,500 feet of 12 inch main extending west along Highway N.C. 43 from the Alcoholic Rehabilitation Center to the junction of N.C. secondary road 1204. The extension of this water service along the Faulkland Highway is designed to serve an area of Greenville that is growing with medical related commercial establishments. The close proximity of the Pitt Memorial Hospital is attracting other institutions and related establishments to this section of

town. Additional growth is certain to follow and the water service proposed is designed to anticipate, accelerate and control the location of this future development.

SEWERAGE SERVICE

The existing sanitary sewage treatment plant was constructed in 1961 located east of Cemetery Road near the Tar River. A four (4) million gallon per day water pollution control plant was completed in 1963, along with a major sewer interceptor. Thus, raw sewage discharge into the Tar River was ended. In 1968, a major sanitary sewer outfall and pumping station was completed on the north side of the Tar River. It can be expanded to provide for development in this area until the year 2000, according to current estimates.

The Greenville treatment plant operates by a modified trickling filter process consisting of primary clarifiers with aeration, high rate trickling filters, secondary clarifiers, raw sludge thickener, vacuum filtration of raw sludge, and facilities for prechlorination and post chlorination. The treatment plant is serving approximately 30,000 people and is presently operating at 100 percent of its 4.0 million gallon per day capacity.

There are five (5) employees operating the sewage treatment plant. The plant is manned from 8:00 a.m. until 5:00 p.m. Monday through Friday with two-hour plant checks on Saturday and Sunday. With future expansion, plant personnel will have to be increased. The sanitary treatment plant utilizes the equipment and extra maintenance personnel from the water department operations.

The major problems in the existing sewerage system are excessive infiltration, some non-treated industrial waste and the absence of a grit removal device. At the present time, the four (4) million gallon per day plant, with full laboratory, is not adequate and any future growth of Greenville would prove beyond its capacity. With the infiltration problem, the plant will run 25 percent above its capacity during wet weather. After complete treatment, the effluent is now being discharged into the Tar River, but any increase in plant loading could create a pollution problem. All areas not served by the sanitary sewerage system are on septic tanks and this causes some drainage problems due to the high water table. The majority of all industries in the area are connected to the sanitary sewerage system, but only a few of these industries pretreat any waste. The city does not have a sewer use schedule for charging the industries a rate to treat their wastes, based on sewage strength, however, the city does have a policy which specifies limits to industrial sewage strengths.

Reports of engineering studies were completed by Rivers & Associates of Greenville, N. C. and Freeman Associates of High Point, N.C. Freeman Associates have designed a new treatment plant expansion which will increase the capacity of the present plant from four (4) million gallons per day to eight (8) million gallons per day. They have also designed new outfall collection sewers to increase the service area.

Future plans call for new treatment plants to serve areas where it would be impractical to pump waste to the present treatment plant; these will be constructed as development requires such service, and

extending service to its practical limits. (These limits would be dictated by terrain and practical pumping distances.*) See Map 3 for existing sewer facilities and proposed sewer facilities.

Recommendations

It is recommended that the city charge a rate based on sewage strength for the treatment of industrial waste or require industries to pretreat their own before discharging it into the city system.

Temporary lift stations should be laid in the Pinewood Forest and Westhaven Subdivisions (these areas are in the Neuse water shed and have a high water table with drainage problems).

It is recommended that priority be given to the outfalls A, B, C, D and a portion of E as shown on Map 3 in order to serve existing relatively densely populated areas. The preparation of detailed plans and specifications for these outfalls and the associated collector lines is a necessity for the development of final construction cost estimates. Preparation of these plans now will provide an opportunity to negotiate for rights-of-way and easements.

The Greenville Utilities Commission should also definitely establish the area as shown on Map 3 as a Greenville Utilities Commission service area and planning for future expansion of sewers into this area should commence.

The flow through the existing sewer treatment facility has essentially reached the design capacity of the plant. It is, therefore, necessary to enlarge the plant. It is recommended that the capacity

*SOURCE: Director of the Utilities Department.

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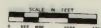
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GREENVILLE

PLANNING AREA



NOTE:
OCL REFERS TO LAND OUTSIDE CITY LIMITS

MAJOR SEWER OUTFALLS

- EXISTING SEWER LINE (8"-15")
- - - PROPOSED SEWER LINE (8"-15")
- EXISTING SEWER LINE (18" or larger)
- - - PROPOSED SEWER LINE (18" or larger)
- PRIORITY OUTFALLS
- EXISTING PUMPING STATION
- PROPOSED PUMPING STATION

NOTE: MAP DOES NOT INCLUDE LATERAL LINES WITHIN CITY WHICH ARE ALL 8" MAINS

extending service to its practical limits. (These limits would be dictated by terrain and practical pumping distances.*) See Map 3 for existing sewer facilities and proposed sewer facilities.

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*SOURCE: Director of the Utilities Department.

GREENVILLE

PLANNING AREA



NOTE
OCL REFERS TO LAND OUTSIDE CITY LIMITS



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THOROUGHFARE PLAN

MAJOR THOROUGHFARE
 MINOR THOROUGHFARE



be increased to eight (8) million gallons per day.* Since sludge disposal is becoming a problem and will be an even greater problem as flows increase, it is recommended that a multiple hearth sludge incinerator be constructed to dispose of the sludge (needed by 1972).**

STORM DRAINAGE SYSTEM

The adequate collection and disposal of surface water runoff are major means of protection against flood damage. Ordinarily, rain water is either absorbed by the soil or drains by gravity into the waterways. In a city where urban development is a continuous process, less water is able to reach the soil because of buildings, sidewalks, parking lots, and paved streets.

Much of the water that would have been absorbed runs on the impervious surface of the ground; thus, curbs and gutters, storm drains, retention basins, open-drainage ditches and other facilities must be constructed to transport this water.

There is a problem of pollution resulting from storm water runoff and the solution to this problem is very difficult. It is one which will have to be faced in future planning.*** In the future, storm water run-off may necessitate some form of treatment before it can be discharged into creeks and streams. The amount of storm water run-off that must be taken into account when storm drainage systems

*Construction of the increased capacity to eight (8) million gallons per day of the existing sewer treatment facility began February 1971 and completion will be May 1972.

**SOURCE: Freeman Associates, High Point, N. C.

***N.C. State Department of Water and Air Resources.

are designed depends on several variables; area and shape of the watershed; rainfall intensity; topography; ground slope; and character of ground cover.

Existing Drainage Situation

In the new subdivisions the developer is required to install catchbasins and driveway culverts. In the older sections and the central business district, the city installs all catch basins that are necessary to intercept surface run-off. The Planning and Zoning Commission and the Engineering Department evaluates and attempts to discourage all urban development that affects or hinders the natural drainage of any given area within the city. The parts of the city that have inadequate storm drainage are as follows: a portion of the CBD and some sections in the General Neighbor Rehabilitation Program area. Many points along the extent of Dickinson Avenue and adjacent areas, Green Mill Run, Fornes Run and Branch need larger channels and larger structures in instances. Flooding occurs along Green Mill Run at Evans Street, Charles Street, 14th Street, 10th Street and a considerable amount of the flood plain. Flooding also occurs during heavy rains at 14th Street on Fornes Run and Dalebrook Circle which is adjacent to Fornes Run. Other problem storm drainage areas are in the Pitt Plaza area on Greenville Blvd. and on Krogers and Kings Shopping Center's Parking lot during heavy rains. The main problem with this area is that it lies south of the city in a portion of the Neuse watershed and the city limits have not developed far enough out to take in

a large portion of the area. This type of soil has low absorbing properties.

A comprehensive study of Green Mill Run has been made by the Corps of Engineers and the Engineering Department is waiting for the final report and recommendations. Other studies have been made of Fornes Run and a portion of structures have been installed to provide adequate run-off.

Recommendations

The city has made improvements in the Fornes Run storm drainage area at North Overlook Drive, Crestwood Drive, Elm Street and approximately one fifth of the channel has been excavated to the proposed cross section of 50 square feet. It is recommended that the necessary excavation be completed to bring the cross-sectional area to the recommended design. It is also recommended that the city install storm drainage pipe at Dalebrook Street crossing, clean and enlarge the channel to Tenth Street. This should be completed during the next nine (9) months.

The city is working on a plan to improve the alignment and channelization of Reedy Branch from 14th Street northeasterly to South Wright. It is recommended that there be a continuation of this process along Reedy Branch to Tenth Street. It is also recommended that a definite design be prepared to show the proposed cross-section along this stream. This improvement is necessary to help handle the increased run-off that will result from the improvement and widening of U.S. 264 Bypass and the development of adjacent areas. Green Mill Run

watershed covers approximately two-thirds of the area of the city south of Tar River and extends southwesterly into the Frog Level area approximately 4 miles. Consequently, Green Mill Run is the major storm drainage outfall and during heavy rains is subject to flooding. The area affected most during flood stage is that section from Tenth Street upstream to Evans Street.

As a result of the occasional flooding of Green Mill Run and the many complexities and compound complications involved in improving the channel and run-off of Green Mill Run, the Corps of Army Engineers was engaged to make a study of this stream and furnish recommendations and design for improvements to alleviate or help reduce the flooding and inundation of adjacent lands. The Corps of Army Engineers completed this study and held a public hearing in Greenville February 18, 1971. Although there was some opposition to the plan by professional ecologists, (none of which would appear to have a serious effect on the city), the plan did receive approval by the citizens of Greenville. Modifications to the plan are being made and the plan is being forwarded to the Chief of the Corps of Army Engineers for approval and funding.

SANITATION SERVICE

Refuse collection and disposal, trash removal and street cleaning are the responsibility of the 55 personnel employed in the Sanitation Division of the Public Works Department. Back yard pick-up service is provided to approximately 10,000 homes three times per week and trash pick up on the curb once per week or as needed. Commercial

establishments are served six days per week. All areas within the city limits are served and there is an extra charge for outside collection negotiated with the owner. The city sweeps the streets as the occasion demands. Generally, an effort is made to sweep in the subdivisions at least once per week, more often in the CBD and other business locations. A two-man crew is used; one man also operates the bulldozer at the city's landfill. On special occasions, the crew is supplemented by employees from other departments. The city maintains trash containers in the CBD. They are located in convenient pick-up points, generally in back of the establishment.

Major equipment consists of the following: 4 trash trucks, 1 leaf collector packer, 10 packer trucks, 1 packer collector truck, 1 collector truck, 2 tractors at landfill (Ford & Allis-Chalmer) 1 bulldozer at landfill, and 2 street sweepers. Equipment is replaced on an "as needed" basis.

The sanitary landfill is located back of Greenwood Cemetery in the northeastern sector of the city and is comprised of approximately 30 acres. The area is compacted and covered daily with bulldozer equipment. Street sweepings and other excess dirt that may be available is stock piled and used for cover material. The operation is checked by the Health Department and irregularities are corrected. The area is fenced and is closed after 5:00 P.M. The city permits the use of the disposal area to the city residents only. The greatest problem of disposal is incineration. Smoke presents a problem at times of fire, however, the facility is provided with a water system that is

effective in controlling fire hazards. The area is treated for rodents at intervals as required for proper control. There has been no trace of stream pollution resulting from the landfill or of the blowing of trash. There is another site of approximately 45 acres located on the south side of the Tar River within the flood plain and is suitably located due to the southwesterly prevailing wind. Therefore, the city owns sufficient land to provide adequate area for landfill disposal at least 20 years.

Recommendations

A new bulldozer is needed immediately.

It is recommended that drag line equipment be purchased within the next 12 months to clean drainage channels. This would aid the city in several ways; one by making sure the open ditch storm drainage channels are functioning properly and reclaiming the material to be used as cover material in the sanitary landfill.

In making a recommendation of Greenville's Sanitation Department of personnel versus population, it would be impossible to quote a figure for needed personnel. The sanitation men are on a 40 hr. week basis but none usually have to work over 35 hours. As soon as the job is complete, the men are finished for the day. In Greenville's situation based on population projection for 1980 (34,500), there will probably not be any need for additional packer trucks because the increased population will be due mostly to annexation of adjoining subdivisions and these areas are already being served. Instead of adding more per-

sonnel, the present operation can absorb the approximately extra five (5) hours by going on a full 40 hour schedule.

CITY GARAGE AND MAINTENANCE SHOP

The city garage and maintenance shop (a division of the City Public Works Department) is located on approximately one and six tenths-acres site north of 3rd Street, just east of the Seaboard Coastline Railroad. The following buildings are located on this site:

<u>Building</u>	<u>Size</u>	<u>Material</u>	<u>Year Built</u>
City Garage	50' x 90'	ARMCO metal	1963
Maintenance Shop	32' x 64'	Brick	1938
Paint Shop	22' x 54'	Brick	1935

All city vehicles are serviced at this facility and most of the fleet of the Public Works Department and some non-vehicular equipment is stored or parked here. The building contains six bays (one with a hydraulic lift, one with a pit), a mechanic's office, and storage areas.

Storage space is not adequate, however; there is room for expansion at the present site. About 35% of the parking area is sheltered. This is not sufficient to adequately protect the equipment from the elements. About 50% of the parking area is paved and the remainder has a gravel and sand base. This latter area permits equipment that is prone to drip oil or grease to be parked over a surface that will absorb drippings rather than creating standing pools of liquids. This

facility is suitably located and access is relatively good.

The Director of Public Works' office is located in new ARMCO metal building (City Garage). The garage staff consists of one supervisor and for mechanics.

Recommendations

Additional sheltered parking is needed immediately for parking the Public Works fleet (trucks).

It is recommended that an expansion program be initiated immediately by the city to increase the service area for maintaining faster service for the city vehicles.

The Director of Public Works indicated that there is a need of approximately 20 new stalls as mentioned in the first recommendation.

CEMETERIES

The City of Greenville owns and operates three municipal cemeteries; Greenwood Cemetery, Brown Hill Cemetery, and Cherry Hill Cemetery. Greenwood Cemetery located on the north side of 5th Street with 1,868 plots (20 acres), Brown Hill Cemetery located north of Howell Street in the southwest section of Greenville with 1,518 plots (8.6 acres) and Cherry Hill Cemetery located on the west side of Pitt Street at the west end of 2nd Street with 100 plots plus -- none vacant (4.6 acres). The cemetery sales are administered by the City Clerk. The cemeteries are maintained by six city employees of the Public Works Department (including the supervisor). The equipment consists of one 1½ ton truck and five grass mowers.

Cost to purchaser: Greenwood Cemetery		
Single grave plot		\$ 60.00
Four grave plot		200.00
Eight grave plot		400.00
Brown Hill Cemetery		
Single grave plot		\$ 40.00
Four grave plot		120.00

NOTE: Above prices apply to persons living within the city limits. The price is doubled for persons wishing to purchase plots who live outside the City Limits.

The operation budget for 1970-71 is \$26,000.00 and the estimated sales for 1970-71 is about \$7500 which makes a deficit of \$18,500; this is due to full-time staff maintenance and improvements and expansion. The City has additional acreage at Greenwood Cemetery that can be used and developed as necessary; also, there is additional acreage at Brown Hill Cemetery for future development and plans are now underway for developing approximately 175 plots. The overall vacancy ratio is approximately 20%. Since Wilkerson Funeral Home developed Pinewood Memorial Park Cemetery in 1958 on U.S. Highway 264 approximately two miles east of Greenville, the demand for lots in Greenwood Cemetery has been considerably reduced. Presently, there are 20 acres and seven of these are being utilized. There is also room for expansion, which would suffice for 30 or more years.

At the present rate of use, Greenville's cemeteries should be adequate through the end of the planning period (1990).

Recommendations

It is recommended that no unnecessary expansion be made to reflect an increase in the budget without taking a hard look at the deficit incurred within the present plot sales.

In expansion programs it should not be placed where residential development is desired for once reserved, burial grounds are used in perpetuity and are rarely moved due both to the practical and to the legal difficulties involved.

It is not recommended that the City of Greenville go out of the cemetery business even though there is a deficit in their yearly operation; however, it is recommended that they double the cost of plots and increase the cost on opening and closing a grave to help offset the deficit.

GAS

Gas service for the City of Greenville and the immediate surrounding area is provided by the Greenville Utilities Commission. Natural gas is purchased at wholesale rates from N. C. Natural Gas Company of Fayetteville, N. C. and distributed throughout the major part of the city area. In addition to natural gas, the Greenville Utilities Commission provides liquid propane gas service (bottle gas) where natural gas mains have not been installed.

Propane gas service is confined to the present City limits or to immediate adjacent areas.

Gas Service was first provided in Greenville, N. C. by a private company around 1910. In 1931, the gas facilities were purchased by the Greenville Utilities Commission. The initial gas service was provided from a manufactured gas plant. During 1946, the manufactured gas operation was terminated and air-mixed propane gas was provided in the

mains. In 1958 natural gas service was extended to the area by N. C. Natural Gas Company and a service point was established for the Greenville system. The air-mixed propane operation was eliminated and used only to "peak shave" during the winter months.

Natural gas is presently purchased from N. C. Natural Gas at two metering stations. Purchase is made by firm contract negotiations with N. C. Natural Gas. The present gas contract provides for a maximum daily demand of 3000 Mcf. Increased contract demands have been negotiated with N. C. Natural Gas as the system load has increased. At the present time there are approximately 2500 domestic customers and 500 commercial or industrial customers on natural gas mains.

The natural gas has a BTU content of 1040 and is supplied at a regulated pressure of 30 - 40 psi. Distribution is made on intermediate pressure mains at 30 pounds and is stepped down to 7" water column for the low pressure distribution mains in the inter-city area. These low pressure mains were part of the original main installation and will one day be upgraded to increase the operating pressure to approximately 5 psi. The intermediate pressure system includes approximately 4.5 miles of 8" steel mains, 4.0 miles of 6", 12.0 miles of 4" and 28.0 miles of 2". The low pressure system includes approximately .5 miles of 10" cast iron mains, 1 mile of 8", 2.0 miles of 6", 11.0 miles of 4", and 4 miles of 2".

Liquid propane gas is purchased in tanker loads and delivered to bulk storage tanks located at the main plant on West Third Street, or a satellite storage tank on Railroad Street between 13th and 14th

Streets. From these bulk storage tanks, bottle gas filling and delivery operations are performed. Bottles are delivered to customers within the city area or where extension of natural gas mains is anticipated in the immediate future. Delivery is also made by bulk truck to bulk tank customers, such as homes with gas furnaces or commercial heating installations, where natural gas mains are not available. The Commission is in the process of converting the majority of its propane customers to natural gas mains, and therefore, propane operation will be limited after July 1, 1971. When mains are extended, the propane bottle customers will be converted to natural gas operation. Presently, there are approximately 1000 propane gas customers.

The liquid propane gas has a BTU content of 2500. The propane gas is metered to each customer and billing is adjusted to equal 1040 BTU gas.

Rates for natural gas and propane gas are exactly the same; however, the volume of propane gas used is adjusted to reflect the equivalent of 1040 BTU per cubic foot. Rates have remained the same for several years, but will necessarily be adjusted if wholesale cost of gas is raised.

Several large industrial users of natural gas are served from the distribution system. Some of these customers buy firm gas for use throughout the year. The largest industrial users buy natural gas on an interruptible basis for use during the off-peak months; that is, April through October. Interruptible gas use is approximately 75% of

the contract demand, therefore, additional interruptible gas is available for industrial customers.

The use of gas by industrial customers on an interruptible basis provides a more firm lead and, therefore, more economical service to all customers.

The Commission is concluding a \$500,000 conversion program to extend gas mains into areas of the city not presently served. The new mains will convert approximately 90% of the bottle gas customers to natural gas. This program should be concluded by July 1, 1971. Further expansion of natural gas mains is planned in both industrial and residential areas. It is the intent of the Commission to gradually expand and complete the natural gas system to serve the total city and surrounding area as extensions become economically justified.

Recommendations

In view of the present and future expansion program, it is recommended that the Greenville Utilities Commission continue to function as planned within its means of a justifiable economic base. This recommendation is made because there will not be a release on its present and future plans until July 1971.

ELECTRIC SERVICE

Greenville's electrical system is municipally owned and operated. Power is purchased by the Greenville Utilities Commission from Virginia Electric and Power Company at a wholesale rate, and is distributed to

10,804 city and 7,000 rural customers at a retain rate based upon load. The Greenville Utilities Commission serves the entire City of Greenville and maintains electrical services to three-fourths of Pitt County with approximately 1,200 miles of rural lines. Greenville's electric rates are similar and almost identical to the surrounding cities. The majority of the utility lines are located on street right-of-way with very few lines located in rear easements. The service provides an average daily consumption (which is seasonal) from a minimum of 713,000 KWH to a maximum of 1,093,000 KWH. Maximum demand which is also seasonal goes from 38.6 KWD to 74.4 KWD. The city is served with a 34.5 KV transmission system which completely loops the city from two parallel 100 MVA transformers. The policy on extending its distribution facilities and services to urbanizing areas is at no charge for normal loads developing within its service area. In the case of emergency power facilities or equipment Greenville Utilities Commission operates with an alternate feed to most priority customers, but maintains no emergency generation equipment for residential customers use.

A staff of 70 personnel is responsible for the operation and maintenance of the distribution system. All offices are located on West 5th and Washington Street and maintenance is done from the power plant on 3rd Street. There are seven substations located in the city and within the one-mile area. They are listed as follows: one at 3rd Street, East Carolina University on Ficklen Drive, Southside on Greenville Boulevard between Hooker Road and Seaboard Coastline Railroad, Greenville Utilities Commission (34.5 KV) and VEPCo (230 KV) south of

the sand pit and Meadowbrook Drive-In off Mumford Road, eastside on Greenville Boulevard near the intersection of 14th Street and Cedar Lane, northside south of the House Station on secondary road 1579, and in southeastern Greenville along highway N.C. 43. The commission is consistently upgrading and rebuilding its electrical distribution system for its growth because the system is not fully adequate for the planning period. L. E. Wooten and Company, Consulting Engineers of Raleigh, is in the process of making a detailed study of Greenville utilities future requirements, for transmission and distribution systems and expansion program. The Greenville Utilities Commission electrical system is adequate for its present needs for approximately 12 months.

Effective May 1, 1970, Greenville Utilities Commission set a "Policy for Underground Electric Service." The intent of the policy to set forth developer's installation requirements and owner's service charges for underground electric distribution systems and services in residential, commercial, and industrial areas; to outline the requirements for individual underground services supplied from existing overhead distribution systems; to provide proper compensation to the commission for the differential cost between underground and overhead service; to provide special allowances to owners with all-electric homes, apartment building, or mobile home parks (when electric energy is the only energy source for space heating, water heating, and all appliances.

Recommendations

Replace the 34.5 KV transmission system north of the Tar River with a new 110 KV transmission system, start 1971 - complete by 1980.

(All 34.5 KV will be phased out.)

Upgrade all sub-stations capacity with due regard to the growth of each area.*

L. E. Wooten and Company, Consulting Engineers, has not completed the detailed study; therefore, no other recommendations are available at the present time. The study will be complete in late 1971.

*SOURCE: Utilities Commission (city owned).

**EDUCATION, RECREATION
AND CULTURAL**

SCHOOLS

The schools in Greenville are organized in a separate administrative unit. There are nine (9) schools in the Greenville administrative unit listed as follows:

School (& Address)	Type (Grades)	Year Constructed	No. of Classrooms
Agnes Fullilove Chestnut Street	Kindergarten	1924, 1950, 1952	12 (1) addition
Eastern Cedar Lane	Elementary (grades 1-6)	1969	16 (1) addition
Elmhurst W. Berkley Rd.	Elementary (grades 1-6)	1954, 1956	18 (5) additions
Sadie Saulter Fleming Street	Elementary (grades 1-6)	1967	16
South Greenville Howell Street	Elementary (grades 1-6)	1949, 1954, 1967	21
Third Street Third Street	Elementary (grades 1-6)	1929, 1949, 1953	12
Wahl-Coates Fifth Street	Elementary (grades 1-6)	1927, 1934, 1949, 1955	18
E. B. Aycock Red Banks Rd.	Junior High (grades 7-9)	1969	47 (11) additions
J. H. Rose Elm Street	Senior High (grades 10-12)	1957, 1965, 1969, 1970	59 (3)

The following chart indicates the 1970-71 enrollment.

There are 200 classroom instructors which gives a ratio of 30 students to one (1) instructor in the Greenville school system. There are 285 certified personnel in the school system that includes superinten-

dent and his staff, principals, librarians, guidance counselors, art teachers, music teachers that are not classroom teachers.

Student capacity of each school (considering only permanent classrooms); this does not include mobile units.

Agnes Fullilove	- 360
Eastern	- 480
Elmhurst	- 540
Sadie Saulter	- 480
South Greenville	- 610
Third Street	- 360
Wahl-Coates	- 540
E. B. Aycock	- 1350
J. H. Rose	- 1600

Agnes Fullilove is at present operating below capacity. Increased interest in the kindergarten will probably fill this school.

Third Street School is operating below capacity. Some shifting of attendance areas could be done which would lighten the load on other schools and bring this school to capacity.

E. B. Aycock Junior High is overcrowded. Even with the addition of mobile units, there is no excess room. The construction of a new junior high in the near future will relieve this problem.

Eastern school is overcrowded. The relocation of Wahl-Coates school will cause a shift in the attendance zones which should relieve this situation.

All other schools are operating at approximately the capacity of the school.

Transportation is furnished for all students living $1\frac{1}{2}$ miles from the school they are assigned. There are 22 buses operated for transporting these students.

Grade

Race

School

Agnes Fullilove

Eastern

Elmhurst

Sadie Saulter

South Greenville

Third Street

Wahl-Coates

E. B. Aycock

J. H. Rose

TOTALS

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Greenville City Schools 1970-71
Membership Report

Date Sept. 14, 1970

Grade	K		1		2		3		4		5		6		7		8		9		10		11		12		Total		Sp.Ed.		Trnb.		GRAND TOTAL
	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	
School																																	
Agnes Fullilove	59	71																									59	71					130
Eastern			55	35	51	32	60	28	51	47	63	30	64	32													344	204					548
Elmhurst			45	36	44	41	52	23	64	37	58	37	50	36													313	210	7	31			561
Sadie Saulter			47	39	40	14	48	39	44	23	28	38	55	31													262	184					446
South Greenville			59	57	63	51	68	35	66	20	66	36	65	27													387	226					613
Third Street			26	8	25	6	18	6	24	10	16	8	21	6													130	44	10	33			217
Wahl-Coates			47	48	58	36	62	24	64	18	53	28	66	28													35	182			11	1	544
E. B. Aycock															316	211	294	207	347	211							957	629	24	30	12	12	1,664
J. H. Rose																					326	201	335	145	279	150	940	496	14	19			1,469
TOTALS	130		502		461		463		468		461		481		527		501		558		527		480		429		5,988		168		36		6,192

	W	N	Total
Kindergarten	59	71	130
Grades 1-6	1,786	1,050	2,836
Grades 7-9	957	629	1,586
Grades 10-12	940	496	1,436
Spec. Ed.	55	113	168
Trnb.	23	13	36
Totals	3,820	2,372	6,192

Sadie Saulter has a location problem in that the playground area is too small. Hopefully, this will be eliminated by the purchase of additional land adjoining the east side of the school.

Wahl-Coates school also has limited playground area. A new school is under construction which will relieve this problem.

The school board has indicated that it will construct as soon as possible a new junior high school in the southwestern portion of the city. The school board owns two sites that would be suitable for an elementary school when the need arises.

Parking facilities at all of the elementary schools with the exception of South Greenville and Sadie Saulter are adequate. At these two schools on-street parking is necessary and causes some traffic congestion.

Studies within the system by the State Department of Public Instruction have been focused on school facilities in the main. The results of these studies have been the construction of a new junior high school, the replacement of an old outdated elementary school and the construction of an additional elementary school. Studies have been made and are in progress in the schools concerning accreditation resulting in the movement toward regional accreditation of all schools in the system.

The Greenville City school buildings are used for Adult Education classes in cooperation with Pitt Technical Institute; Church groups and other organized groups use the buildings periodically.

Recommendations

It is recommended that the city school system change its policy of on-street parking at South Greenville Elementary and Sadie Saulter Elementary schools. It is understood that this causes a problem of traffic congestion and is prone to accidents. The safety here involves the pupils as well as adults. Also, additional school ground is needed because of limited playground.

It is recommended that a new middle Junior High School be constructed that would be located on the West Greenville side with 30 acres. This would house grades 6-9 and is needed by 1975. Such a plan would also make room for kindergarten classes in elementary schools.

It is recommended that a new administrative building be constructed; the present one is inadequate due to size. There is the need for an instructional center and a building service center, also space for additional personnel (extra personnel are now housed in trailers).

EAST CAROLINA UNIVERSITY

East Carolina Teachers Training School was established by an Act of the General Assembly, passed on March 8, 1907. The first class was graduated from the two-year normal curriculum on June 6, 1911. The institution was authorized on November 20, 1920, to offer a four-year teacher education curriculum and to grant the Baccalaureate Degree, and its name was changed, by legislative act in 1921, to East Carolina Teachers College. With expanding services the name of the College was changed to East Carolina in April 1951 by the North Carolina State

Legislature. Further recognition of outstanding educational qualities came with regional university status in 1967 and E.C.C. became East Carolina University.

The campus of East Carolina University encompasses approximately 300 acres on which are located over fifty structures devoted to classrooms, housing, and supporting activities.

Recently completed, the new Minges Coliseum, for health and physical education activities, contains a gymnasium which will seat 6,000 spectators; and a two-pool natatorium, with an unusually large eight-lane swimming pool and separate diving tank. The National AAU Indoor Championships were in this facility in 1968. East Carolina's new athletic complex also includes one of the South's finest all-weather tracks, two baseball fields, three football practice fields, a soccer field and eight tennis courts.

Also offered to the general public are the Lecture Series, Foreign Films, and Travel Adventure Films. Through the combined efforts of many departments several professional plays and musicals are presented each year. The School of Music has several concerts, recitals, or programs each week and the Art Department displays its talent several times each year in very impressive Art Shows. This environment, which is so rich with creativity and intellectual notables, has definitely made this area the cultural center of Eastern North Carolina.

East Carolina University is diversified beyond its programs of specialization in that they have a Division of Continuing Education that is designed to offer educational opportunities to people of

Eastern North Carolina, who for various reasons, are unable to take advantage of regular campus programs. On campus, the Division operates the Undergraduate Evening College which provides an opportunity for eligible individuals within commuting distance of Greenville to complete their first year of college work during the evenings.

Through the resident centers at Camp Lejeune, Cherry Point, and Goldsboro, the Division provides an opportunity for military personnel, their dependents and all other eligible individuals in the surrounding area to complete two years of basic college courses and receive resident credit for their work.

The Division also offers college credit courses and non-credit courses in various locations in Eastern North Carolina by cooperating with the communities, public school systems, organizations, business and industrial groups, and often offer a course, institute, lecture, or activity in any area in which the university has qualified instructors available. Other programs and services of the Division include conferences and short courses, the Employment and Job Training Information Center, special programs and conferences through facilities in Dare County, and travel study tours.

For the Fall Quarter of 1970, East Carolina University had student enrollment of 10,028 and a faculty of 636. Below is a chart which indicates ECU student enrollment for a 10 year planning period. Information beyond 1980-81 was not available.

STUDENT ENROLLMENT
ACTUAL AND PROJECTED

	School Year	ACADEMIC YEAR			Summer Session Full Time (Full Fees)
		Full Time (Full Fees)	Part Time	Total	
Actual	1952-53	1,823	145	1,968	798
	1953-54	1,956	132	2,088	905
	1954-55	2,235	165	2,400	1,065
	1955-56	2,654	161	2,815	1,223
	1956-57	2,921	223	3,144	1,350
	1957-58	3,056	288	3,344	1,505
	1958-59	3,203	351	3,554	1,699
	1959-60	3,484	365	3,849	1,826
	1960-61	4,066	357	4,423	2,166
	1961-62	4,648	410	5,058	2,377
	1962-63	5,035	374	5,409	2,553
	1963-64	5,244	413	5,657	2,773
	1964-65	5,906	421	6,327	3,115
	1965-66	7,076	509	7,585	3,247
	1966-67	7,978	610	8,588	3,171
	1967-68	8,384	616	9,000	3,250
	1968-69	8,180	777	8,957	3,630
	1969-70	8,656	670	9,356	3,277
Projected	1970-71	8,931	722	9,653	3,875
	1971-72	9,366	756	10,122	4,049
	1972-73	9,800	791	10,591	4,223
	1973-74	10,234	826	11,060	4,398
	1974-75	10,668	861	11,529	4,572
	1975-76	11,103	895	11,998	4,747
	1976-77	11,537	931	12,468	4,921
	1977-78	11,971	966	12,937	5,095
	1978-79	12,406	1,000	13,406	5,270
	1979-80	12,840	1,035	13,875	5,444
	1980-81	13,274	1,070	14,344	5,618

SOURCE: Office of Institutional Research 6/18/70
Projections do not reflect undergraduate evening program.

Plans are in progress for an expansion of ECU campus and programs.

(ECU's greatest impact on the city is that it is its top economic base.)

Recommendations

In view of the present and potential value of the University to the community, it is recommended that all possible support, both private and public, continue to be made to the institution.

It is not the intention of this plan for Greenville to attempt to undertake the physical planning of East Carolina University; it should be stated that future plans of ECU should be correlated with the comprehensive plan for the Greenville Planning Area. Special consideration should be given to the Shore Drive Area; this area is intended to become a governmental complex along with office buildings. The City should be concerned with street improvements, utilities, additional housing, etc., all of which directly relate to the city in this area.

LIBRARY SERVICE

The public library service in Greenville serves the entire city, Pitt County and surrounding areas. (This does not include East Carolina University library which serves students and persons related in some way to East Carolina University and is therefore not considered here as a "public facility.") There is a main library and two (2) branches. The main library (Sheppard Memorial Library) is located at 530 Evans Street, condition of the structure is excellent - two wings added and the old structure was remodeled in 1969. Parking facilities are provided for employees; four free spaces in front of the main building, municipal parking reasonably accessible for patrons. East Branch located at 2723 East Tenth Street, small but attractive in

rented quarters in shopping center, parking is under regular shopping center provisions. Carver Branch located at 618 Tyson Street; good structure, but small library built in 1963. This branch has adequate parking for employees and patrons.

The library is staffed by a full-time librarian supervisor and full-time staff of 15 employees which are assisted in the summer months on a part-time basis with extra help. There are two bookmobiles that serve in the county. The Greenville library system cooperates in many ways with other libraries in the State.

The city library system had 97,857 volumes in collection as of June 30, 1970. In circulation from 1969-1970 fiscal report there were 201,889 which are broken down as follows:

Adult Fiction	75,311
Adult Non-Fiction	<u>47,173</u>
Total	122,484
Juvenile Fiction	54,330
Juvenile Non-Fiction	<u>25,075</u>
Total	79,405

Based on the 1970 population (29,063) for Greenville, there are approximately 3.4 books per capita. If we substracted the college population (10,028) there would be more than four (4) books per capita. According to the North Carolina Library Association, the number of books per capita (two (2) books) is more than adequate for the City of Greenville.

The sources of revenue for the operation of Greenville's City Library are as follows:

City of Greenville	- 65%
County of Pitt	- 20%
State and Federal Government	- 15%

Recommendations

It is recommended that future needs would require additional branches north and south as the planning area begins to expand; also that 25% of the new titles that are added annually be allotted to children.

There is a need for more nearby municipal parking for the main library on Evans Street.

PARKS AND RECREATION

A part-time recreational playground program was started in 1944. The 1946-47 budget provided \$4,000 and included four playgrounds. The 1951 budget was \$12,000. In 1952 plans were made for two major park areas. The program has been expanded each year. The Greenville Recreation Department has a 1970-71 budget of \$179,000. A Master Plan for Recreation was prepared for the Recreation Commission in April, 1962, Charles M. Graves, Parks and Recreation Consultant. The Recreation Department constantly use this plan for further expansion of the existing program.

The present recreation program is administered by the Recreation Director. He is appointed by the City Manager and is responsible to the authorities and policy making nine member Recreation Commission which in turn is appointed by the City Council. The Commission meets monthly. The Recreation Director prepares the operating budget and

there is excellent communication between his office and the council. The director's staff includes assistant director, program supervisor, administrative assistant, maintenance foreman, eight maintenance and custodial help, and approximately 40 part-time workers throughout the year. The Recreation Department has a year round supervised program. It is as follows:

Year Round Program

- FALL: Beginner's Bridge, Ladies Exercise Classes, Arts & Crafts, Playschool, Karate Classes, Golf Lessons, Tennis Lessons, Senior Citizens, TOPS Club, Chess Club, Service League, Newcomers Club, Cheerleading, Men's Exercise Classes, Men's Volleyball, Men's Flag Football, Tackle Football 7, 8th grades, Flag Football 5th, 6th grades.
- WINTER: Ladies Exercise Classes, Men's Exercise Classes, Church Basketball, City Basketball, Industrial Basketball, Gymnastic Classes, Arts & Crafts, Senior Citizens, Playschool, Bridge Lessons, Chess Club, Service League 4-6 Grade Basketball, 7-8 Grade Basketball, 9-12 Grade Basketball.
- SPRING: Golf Lessons, Tennis Lessons, Men's Exercise Classes, Ladies Exercise Classes, Little League Baseball, Church Softball, Ladies Softball, Babe Ruth Baseball, Arts & Crafts, Senior Citizens, Bridge Classes, Gymnastics.
- SUMMER: Playgrounds, Horseback Riding, Minor League Baseball, Little League Baseball, Swimming Lessons, Tennis Lessons, Summer Basketball, Church Softball, Ladies Softball, Day Camp for Retarded Children.
- SPECIAL EVENTS: Ice Cream Bingo Party (elementary school children), Haunted House, Basketball Turkey Shoot, Kite Contest, Easter Egg Hunt, Track & Field Day, Baseball Clinic (ECU Staff).

Attendance for all of the program for 1969 was 216,063.

The operating budget for fiscal year 1970-71 (\$179,000) is financed by non-tax revenue from the City's General Fund, and receipts from fees charged, rentals, concessions etc. (approximately \$4,000). It should be noted that many improvements could be foreseen if the department would establish fees and rental charges for county residents who utilized the Greenville city facilities. (Last year 57,000 (12%) were county residents that utilized the city's recreational facilities.)

Departmental vehicular fleet consists of one car, five pickup trucks, two tractors, two riding lawn mowers and non-vehicular four push type mowers. Equipment is replaced on an "as needed" basis.

Following is a listing of recreation facilities presently being utilized as integral parts of the city's overall supervised recreation program:

ELM STREET PARK 8.4 acres - City owned

1. Recreation Center - 3 offices, 2 storage rooms, 1 kitchen, rest rooms. Club meetings, arts & crafts, games, and classes. Building size 30x60'.
2. Gymnasium - office, weight room, T.V. room, rest rooms & showers. Basketball, volleyball, weight training program, men's and ladies exercise classes, table games. Building size 78'x100'.
3. Ball fields - 2 Little League fields, 1 football field.
4. Four lighted tennis courts.
5. One Tot Lot playground area and 2 picnic shelters.
6. Kiwanis train, cooking shelter.

SOUTH GREENVILLE PARK 9.1 acres - City owned

1. Community Center - 1 office, 1 meeting room, 1 kitchen, 1 storage room, rest rooms. Building size 30x60'. Club meetings, arts & crafts, games.

2. Gymnasium - Rest rooms & showers. Basketball, exercise classes, volleyball. Building size 78'x100'.
3. Tot Lot and picnic area.
4. One portable swimming pool - 16'x24'.
5. Ball Fields - baseball, softball, and football.

MEADOWBROOK 1.2 acres - City owned

1. Community Center - 1 kitchen, rest rooms. Meetings, games, arts & crafts.
2. Tot Lot and 2 tennis courts.

GUY SMITH 12.17 acres - City owned

1. Stadium - seats 1200 people.
2. One lighted baseball field, 2 lighted softball fields, 1 Little League field, 1 Track (quarter-mile).
3. One maintenance building 24' x 26'.

WOODLAWN PLAYGROUND .63 acres - City owned

1. Playground equipment, basketball goal, tether ball, concrete ping pong table.

PEPPERMINT PARK PLAYGROUND 1.14 acres - City owned

1. Metal shelter - 16'x24'.
2. Playground equipment, basketball goal, tether ball.

HILLSDALE PLAYGROUND .72 acre - City owned

1. Metal shelter - 16'x24'.
2. Playground equipment, tether ball, basketball goal, concrete ping pong table.

GREENFIELD TERRACE PLAYGROUND Approximately 1.9 acres - City owned

1. Metal shelter - 16'x24'.
2. Little League size ball field, playground equipment, tether ball, basketball goal.

GREENSPRINGS PARK 25.5 acres - City owned

1. Picnic areas - fireplaces & concrete picnic tables.

EVANS PARK 25 acres Undeveloped - City owned

1. Development of Evans property off Hooker Road; plans include a lighted softball field, practice field, football field, intermediate baseball field, four lighted tennis courts, volleyball, and picnic area.

OLD TOWN COMMONS PARK 19.03 acres undeveloped - City owned

MOYEWOOD PARK 17 acres undeveloped - Leased to city

LOVITT PROPERTY Playground Approximately .30 acre

KITTRELL-GOODSON PLAYGROUND Approximately .60 acre - Loaned to City

1. Basketball goal, tether ball, playground equipment

WILLIAMS PARK PLAYGROUND Approximately .40 acre - Loaned to City

1. Basketball goal, tether ball, playground equipment.

EPPE'S GYMNASIUM - School property no longer used by the school -
Approximately 3.5 acres

1. One football field, 1 softball field. Basketball, dances, arts & crafts.

Total city-owned (leased to city, loaned to city, (five acres in process of purchase) plus approximate acres) recreation properties exceed -- 117 acres.

School and Recreation coordination: The Recreation Department and the City Schools have a written agreement stating that each can use the others facilities if it does not conflict with their own schedules.

The Greenville Schools use Guy Smith Stadium for Junior Varsity Football, Junior High Football, High School Baseball, and Track. They also use the Recreation Department tennis courts for classes and teams. The recreation gymnasiums are used for P.E. classes.

The Recreation Department uses a school gymnasium for basketball during the winter. Also, a joint program with the Boys Club for Eppes Gymnasium. The school and Recreation Department share playgrounds for flag football for 5th and 6th grades. The Recreation Department also uses some of the school playgrounds for the summer program. See Map 4 for Recreation Areas.

The areas of the city that are not adequately served include the Pitt Plaza area and South Elm Street area.

Inclusion of private recreation facilities and associated acreages has deliberately been omitted from this analysis due to their commercial nature. However, they are taken into consideration in their capacity to provide amusement facilities. They are not intended for general public use and are designed to appeal to certain groups or individuals who are seeking "specialized" entertainment. These facilities, therefore, should be considered as supplementing the public recreation facilities.

The National Recreation Association recommends that a city should have at least ten acres in use for each 1,000 persons. Based on this standard and Greenville's present population of 29,063, the present recreational acreage of 117 acres plus, there is a need for approximately 173 additional recreational acres at the present. Based on the projected 1985 population of 37,500, a total of about 370 acres will be needed. However, if we apply private recreational facilities and East Carolina University facilities as supplementing the public recreation facilities, the City of Greenville can presently accommodate its

citizens in recreational programs. Greenville has a lack of recreation land at the present to support city and county residents and this will become more acute as the population increases unless immediate plans are formulated and carried out. It is obvious that as the city's area and population increase, so will the value of land. Residential and commercial uses may dominate to such an extent that space for parks and recreation areas may not be available at a price the city can afford to pay. This may be alleviated by purchasing land far in advance of actual need and preserving it for anticipated needs. However, the City of Greenville must be complimented on its present well organized variety of recreational programs.

Recommendations

It is recommended that the City of Greenville have a new Master Plan for Recreation prepared, because the 1962 Master Plan is outdated.

It is recommended that the maintenance staff be increased immediately with two men due to the increase of recreational acreage. (The recreation department has 61.03 acres which has begun some of its developmental stages.)

-- a capital improvement fund drive would aid in defraying some of the cost of developing the new park acreage and would also set up a reserve fund since the operating budget for the recreation department is financed by non-tax revenue from the city's General Fund.

It is recommended that the city purchase the Eppes High School Gymnasium, football field, and softball field from the City School System. The school is no longer in use and would be an asset to the citizens in that general area. Although the gymnasium, football field and softball field are presently used by the recreation department, the Greenville School administrative unit has the authority to sell this property at will. The recreational facilities in use are in good condition and would save the city the cost of building new recreational facilities in this area which is near the Public Housing Projects, low and medium income families.

It is also recommended that the city get started on making arrangements to build a swimming pool. Presently, the Recreation Department has to utilize East Carolina University's pool when it is available during the summer months. The pool should be centrally located in the City and provide instructional courses in swimming, life saving, etc., other than just for swimming purposes. A proposed area for location is within the block bounded on the north by 11th Street, East by Charles Street, South by 12th Street and West by Cotanch Street.

It is recommended that the Recreation Commission and City Council decide to utilize one (1) of the four (4) methods described below to aid in defraying the cost of the Recreation Department caused by county residents. The reason for making these suggestions are due to the over-crowding of the Greenville Recreation Programs by county residents.*

*SOURCE: Director of Greenville Recreation Department.

- (1) Have the county allocate funds to the city for county-resident participation.
- (2) Employ a non-resident user's fee, for participation in city sponsored recreation programs.
- (3) A totally restricted program under which no county residents could participate in city-sponsored activities.
- (4) Initiate a joint City-County Recreational Program.

It is recommended that the 19.03 undeveloped acres in the old Town Commons Park be developed into a passive recreational area. This will include flower gardens, walking paths and benches, along the Tar River, a marina at the east end, and a amphitheater. The amphitheater will be oriented towards seasonal programs to be carried out through the spring and summer months. The amphitheater may double as a practice area for the drama classes which now utilize the schools. The Moyewood Park which encompasses 17 acres will be unsupervised and used as nature trails and picnic areas due to its location in the flood plain.

EXIS
PARK 8

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EXISTING & PROPOSED
PARK & RECREATION FACILITIES

GREENVILLE

PLANNING AREA



NOTE:
OCL REFERS TO LAND OUTSIDE CITY LIMITS

- CITY OWNED (Existing)
 - 1. WILM. STREET PARK
 - 2. EVANS PARK
 - 3. OUY SMITH STADIUM
 - 4. GREEN SPRING PARK
 - 5. HILLSDALE PARK
 - 6. MEADOWBROOK PARK
 - 7. OLD TOWN COMMONS PARK
 - 8. PEPPERMINT PARK
 - 9. WOODHAVEN PARK
 - 10. SOUTH GREENVILLE PARK
 - 11. GREENFIELD TERRACE
- SCHOOL OWNED (Existing)
 - 12. DEES GYMNASIUM
 - 13. ELMHURST SCHOOL
 - 14. HARDEE PROPERTY
 - 15. GADSDEN PLAYGROUND
 - 16. ST. GABRIEL'S PLAYGROUND
 - 17. THIRD STREET SCHOOL
 - 18. WAHL GORTES SCHOOL
- LOANED TO CITY (Existing)
 - 19. WITRELL GOODSON PLAYGROUND
 - 20. LOVITT PARK
 - 21. WILLIAMS PARK
- LEASED BY CITY (Existing)
 - 22. WOODWARD PROPERTY
- RECREATION FACILITIES (Proposed)
 - 23. PROPOSED SWIMMING POOL COMPLEX
- NEIGHBORHOOD PARKS

- (1) Have the county allocate funds to the city for county-resident participation.
- (2) Employ a non-resident user's fee, for participation in city sponsored recreation programs.
- (3) A totally restricted program under which no county residents could participate in city-sponsored activities.
- (4) Initiate a joint City-County Recreational Program.

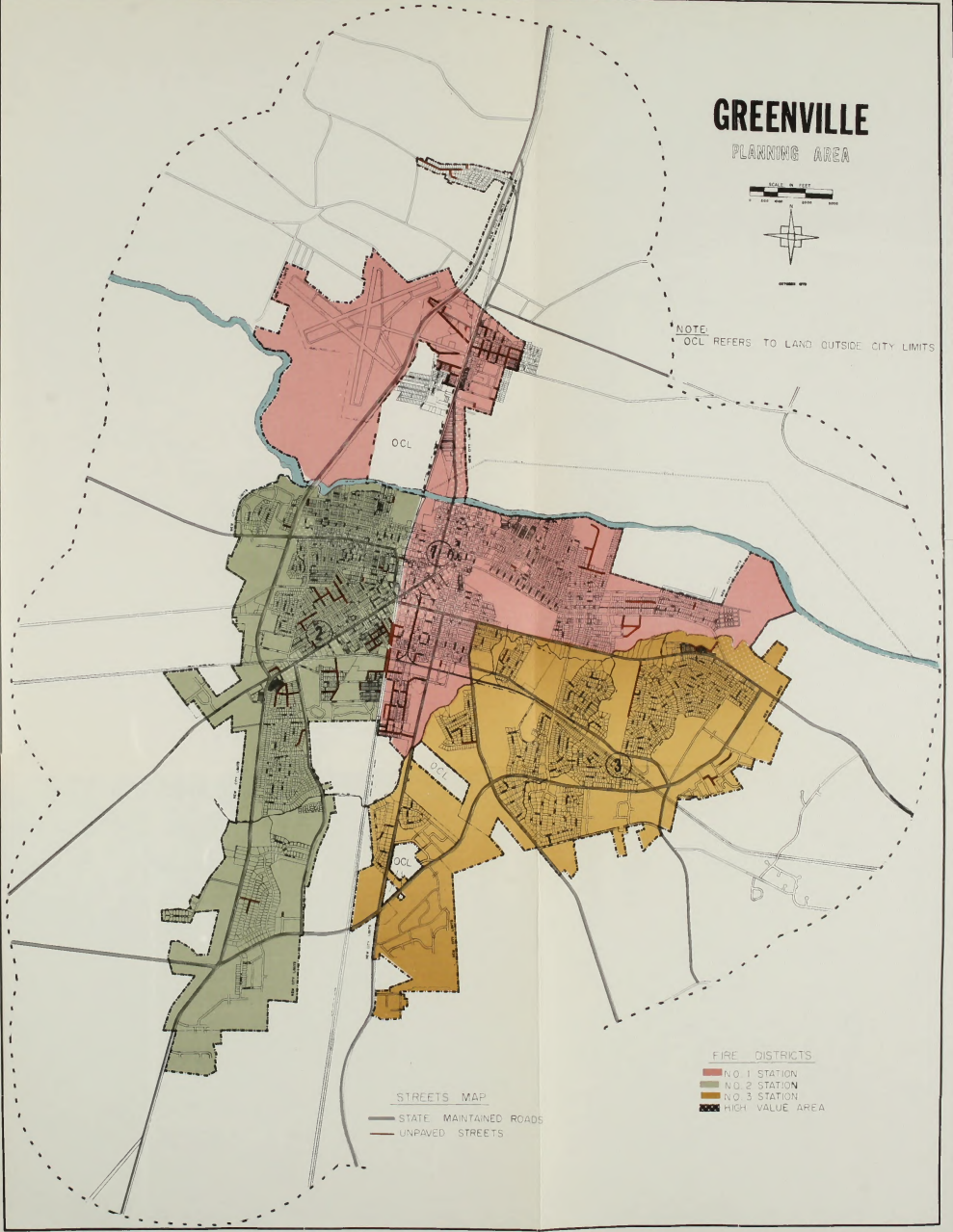
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GREENVILLE

PLANNING AREA



NOTE:
OCL REFERS TO LAND OUTSIDE CITY LIMITS



STREETS MAP

— STATE MAINTAINED ROADS
— UNPAVED STREETS

FIRE DISTRICTS

■ NO. 1 STATION
■ NO. 2 STATION
■ NO. 3 STATION
■ HIGH VALUE AREA

HEALTH AND PUBLIC WELFARE

PITT COUNTY MEMORIAL HOSPITAL

Pitt County Memorial Hospital is one of the largest hospitals east of Raleigh; it was established in 1951. The hospital was built with funds from a bond issue by Pitt County and is now being operated by the income from patients and a small county supplement. The 200 bed hospital is county-owned and located on West 5th Street off Memorial Drive in the City of Greenville. The present site involves 29½ acres, providing the location for nurses' quarters, the offices and clinics for the Pitt County Health Department, and the Mental Health Department.

There are 50 physicians and surgeons in active practice in the hospital, assisted by a courtesy staff of 19 physicians from the city and county who are also members of the hospital staff, 19 dental, 5 consulting, and 5 honorary consulting for a total of 98 physicians. There are 480 employees, and the annual 1969-70 payroll exceeded two million dollars. The hospital's dollar volume exceeds four million annually in expenses and four million annually in income.

The hospital has no chapel but a Chaplin Program is set up and maintained on a rotating basis with the Greenville Ministerial Association.

Physically, the structure is in good condition; however, the building is too small for the present patient load and the hospital is overcrowded most of the time showing 90% occupancy last year. Also, the ancillary services are entirely too small for the existing hospital and in most instances are actually obsolete. The hospital is,

in general, too small for the population and patients that it serves. There is a need for additional beds, additional supporting services and additional land. Presently, the hospital serves all of Pitt County whose population is 73,900 (80% of the patients are from Pitt County and the City of Greenville, 9% of the patients are from Martin County and the other 11% are from all sections of eastern Carolina). It is estimated that perhaps 100 beds and supporting services with a reduction in the existing parking areas could take place on the existing site.

There is not adequate parking for patients, visitors, or the 480 employees; the parking areas are on the hospital grounds with no off-street parking. The land adjacent and around the hospital is utilized by doctors' offices, convalescent home, business establishments and farming.

The hospital is affiliated with East Carolina University School of Nursing.

There is close coordination with Walter B. Jones Alcoholic Rehabilitation Center. Alcoholics are brought to Pitt Memorial Hospital and are maintained for a period of 72 hours for drying out; these patients are termed as wet, after which they are transferred to Rehabilitation Center. If the center's physician deems a necessity for medical treatment or surgery, then they re-enter the hospital and return to the center for convalescence.

In case of an emergency, Pitt Memorial Hospital has the following auxiliary equipment: 100 KW generator diesel engine with two weeks

fuel supply which provides power for one elevator, five operating rooms, recovery room, critical care room, and emergency room; a 35 KW generator gasoline powered with four days fuel supply which provides power for hall and exit lights; 5,000 gallon water storage tank and a 5,000 gallon water storage tank for fire hoses.

The current problem is lack of space and plans are being processed now for a new hospital. A bond issue was passed November 3, 1970 for the construction of a new 334 bed hospital at an estimated cost of \$11,000,000; \$9,000,000 will come from the bond issue and \$2,000,000 will be absorbed by the N. C. Hill Burton Fund. The new hospital is to be built on a new 100 acre site. In April 1971 the Advisory Committee after careful study, proposed a new site for the hospital located across from the Greenville Nursing and Convalescent Home between Stantonsburg Road and Highway 43 North. The new hospital will include an expansion of all of its existing facilities, a more comprehensive neurological center, an expansion of out-patient treatment facilities, structural control of visitor access, vocational rehabilitation center, and three types of medical care concepts - intensive, past intensive, acute, and possibly ambulatory.

Recommendations

All possible assistance from the city and county should be rendered the hospital in implementation and enactment of its planning program for the new hospital.

PITT COUNTY HEALTH DEPARTMENT

The Pitt County Health Center was established in 1913. It is located at 1825 West 6th Street, Greenville, N. C. The Health Center serves Pitt County and the City of Greenville. The building includes 6,485 square feet of floor space. This includes 600 square feet in an office trailer located adjacent to the building. Even with the addition of the office trailer, they are conducting their operation in an inadequate building. There is a need for at least twice as much room for clinic activities, also there is twice as much room for office space needed. The parking is even more inadequate than the floor space. There is not enough parking for employees and that leaves no space available for clinic patients. There is a need for at least 35 parking spaces for personnel and enough parking to accommodate approximately 35 patients at one time. The only parking space available for patients is the hospital parking lot which at most times is filled with their employees. There is need for an additional waiting room because the department often has more than one type of clinic going at the same time.

Services that are provided for Pitt County and the City of Greenville are as follows: Immunization, Blood Test, X-Rays, Skin Test, Maternity Clinic Postpartum and Planned Parenthood, V.D. Clinic, Chest Clinic, Speech and Hearing Clinic, Rheumatic Fever Clinic, Neurological Clinic, Orthopedic Clinic, Pediatric Evaluation Clinic, and Gloucoma Screening Clinic. Physicians are present at all but three clinics.

(Immunization, Blood Test, X-Rays, Skin Test Clinic; Gloucoma Screening Clinic; and Postpartum and Planned Parenthood Clinic.)

Personnel consists of the following:

- 13 Public Health Nurses
- 7 Secretarial Workers
- 4 Sanitarians
- 2 Dog Wardens
- 1 Maid
- 1 Part-time Clerk
- 1 Part-time Immunization Aide
- 1 Part-time X-ray technician
- 1 Part-time Nurse

Current pressing problems are as outlined:

Health Department Problems

- 1. Parking inadequacy
- 2. Space shortage
- 3. Circulation of patients
- 4. Inadequate ground for expansion on present Health Center lot.
- 5. At the present, the department is without the services of a Health Director and so far, there are no plans for expansion or change in services provided at this time.

Health Problems in the Community

- 1. Illegitimacy (1969 - 348; figures for 1970 were not available)*
- 2. Lack of immunization early in life
- 3. Garbage Disposal on county-wide basis
- 4. Too much tuberculosis (1969-51 cases with one fatality)*

*This included Pitt County and the City of Greenville; there was no separate breakdown on County and City.

Recommendations

It is recommended that the county hire a director for the Health Department, and provide plans for expansion. The City of Greenville receives services from this department; also the city pays county taxes, therefore the city and county deserve to have a well organized program within the Health Department.

It is recommended that if no plans are made prior to 1975 for expansion of the present Health Facility that a portion of the vacated county hospital be utilized for this purpose.

The county owns 29.5 acres of land where the present hospital, nurses quarters, and health department are located. It is recommended that the county take the necessary steps to pave some of the land not in use around the health clinic for the extra needed parking spaces.

It is recommended that the county take steps in improving the deficiencies in the section stating "pressing problems."

TRANSPORTATION AND CIRCULATION FACILITIES

STREETS. SIDEWALKS. STREET TREES AND TRAFFIC SIGNS

Streets

The Street Department is administered within the Greenville Department of Public Works. Within the city limits there are 112.57 miles of paved streets and 15.50 miles of unpaved streets (see map 4). It is estimated that seven or eight miles of city streets need resurfacing. In Greenville, the State maintained streets include South Evans Street starting at the intersection of Tenth Street and extending beyond the city into N. C. secondary road 1700, 14th Street at the intersection of Charles Street and extending to the intersection of U.S. 264 by-pass (Greenville Boulevard) and Cedar Lane, Hooker Road north from U.S. 264 alternate (Dickinson Ave.), south to U.S. 264 by-pass (Greenville Boulevard), and Cedar Lane extending south from U.S. 264 by-pass (Greenville Boulevard) beyond the city limits onto N. C. secondary road 1704.

Generally, the City maintains the streets on the local system and large re-surfacing jobs are done by contract. The developer is required to construct the streets within the subdivision according to city specifications and standards, providing an adequate base course as is deemed necessary by the City Engineer, curbing and paving is done according to specifications and on-site inspection by the engineering department. After construction is completed, a final inspection is made by the City Engineer and if found satisfactory, a recommendation is made that they accept the street for continuous maintenance.

Street names in all subdivisions are checked out through the City Engineer's Office to determine continuity or names that appear

to be too similar to existing street names, before presentation to Planning and Zoning Commission.

Personnel for the Street Department also work in the Public Works Department.

Major equipment includes the following and other equipment from the Public Works Department.

1 Galion Motor Grader -	1961
1 International TD-9 Front End Loader	1958
1 Ford Front End Loader	1960
1 Allis-Chalmers Bulldozer	1959
15 Trucks, Dump & open body (Variable)	
1 Air Compressor	
1 Tractor-Trailer Low Boy	Circa 1958
1 Heavy Duty Front End Loader	
1 Vibrapacker (Compactor)	

Equipment is replaced only as funds permit.

Major street problems are narrow rights-of-way, narrow driving lanes and poorly aligned intersections that permit street jogging, or lack of continuity, especially along Dickinson Avenue.

The source of revenue for curb and gutter and paving is generally derived from property owner participation and Powell Bill Funds - Ratio, Property owners two-thirds, City one-third. In most cases of sidewalk installation in recent years, the property owner has paid for the materials and the city furnished labor and equipment. Costs are assessed according to front footage on a per foot basis. The 1970-71 Budget for street maintenance is \$115,615.00.

Plans in the Central Business District and the General Neighborhood Rehabilitation Project call for widened streets with better horizontal and vertical alignment.

Scheduled Improvements

The following improvements are in the design stage and are scheduled for implementation:

1. Widening U.S. 264 Bypass from Elm Street to U.S. 264 Business.
2. Widening U.S. 264 Business (Tenth Street) from Cotanch Street to U.S. 264 Bypass.
3. Widening Charles Street, with short relocation, from Tenth Street to U.S. 264 Bypass.
4. Widening U.S. 264 Bypass from N.C. 11 to Frog Level.
5. Widening U.S. 13 - N.C. 11 from Third Street north to N.C. Secondary Road 903 (Stokes Road).

Recommended Improvements

All major street and other improvements recommended in previous studies are too numerous to list herein; however, those applicable to traffic safety and operations -- and such problems are listed below. These improvements were excerpted from the Public Improvements Program adopted by the City of Greenville on January 18, 1968.

1. Widen Elm Street from First to Fifth Street.
2. Widen Fifth Street from Pitt to Elizabeth Street.
3. Widen Evans Street from Tenth to Fourteenth Street.
4. Widen Third Street from Tyson Street to Greene Street.
5. Widen Green Street from Dickinson Avenue to Tar River.
6. Extend Howell Street eastward from Pitt to Elm Streets (south of Fourteenth Street).
7. Construct bridge across Tar River at Pitt Street.
8. Update all street lighting on arterial streets in residential areas.
9. Connect Charles and Cotanch Streets.

10. Widen Tyson Street from Fifth to Fleming Streets.
11. Construct bridge across Tar River at 264 Bypass.
12. Reroute N.C. 30 to tie in with 264 Bypass extended northward across Tar River.
13. Widen and extend Cotanch Street southward into E.C. U.
14. Widen Chestnut Street from Grande Avenue southwestward to U.S. 264 Business.
15. Extend First Street eastward from Elm Street to 264 Bypass extended.
16. Widen Fourteenth Street from Dickinson Avenue to Evans Street.
17. Add off-street parking facilities in the CBD. (A parking authority has been established to implement better parking facilities in the CBD.)

No other recommendations will be made until the North Carolina State Highway Commission, Department of Advanced Thoroughfare Planning has completed the City of Greenville's Thoroughfare Plan (anticipated to be complete during the spring of 1971).

Sidewalks

As mentioned in the street section, the city policy for construction of sidewalks in residential areas except for direct routes to schools, is for the property owners to pay the cost of construction.

In the Central Business District the usual policy is for the owner to pay for the materials and the city furnish the labor and equipment for construction.

Sidewalks in industrial areas usually extend from the back of the curb to the building line or right-of-way line. All sidewalks are to be of Portland cement concrete, 4 inches thick except at driveways

which are 6 inches thick, and at least five feet wide in residential areas.

The sidewalks in the vicinity of schools are very inadequate. The greatest problem caused by lack of sidewalks here is that children have to walk in the streets and this discourages the parents from permitting their children to walk to school, thereby causing traffic problems in and near the schools. Aycock Junior High School on Red Banks Road has no sidewalks provided by any street leading into the school area; Wahl-Coates Elementary on 5th Street now under construction has no sidewalks; Elmhurst Elementary in South Greenville needs additional sidewalks along Berkley Road and Forest Hill Circle; and South Greenville Elementary School has a need for additional sidewalks to the western side of the school, however, the demand is not as great due to largeness of the district and busing which eliminates most of the problems to the west. The city is presently working on a plan to improve the sidewalks in these areas and others in the city.

Street Trees

It is city policy to keep and maintain and properly prune all trees within the street right-of-way. The city has not entered into a program of planting trees at this time.

Local civic organizations and garden clubs cooperate in various landscaping and beautification programs. The most recent activity by the Garden Club was the beautification of the old Evans Cemetery.

Traffic Signs

Usually the Traffic Commission recommends that a traffic signal or sign be erected at specific locations. Traffic signals are installed by the Utilities Commission and signs are erected by the sign department of the city. Generally, the Police Department observes the traffic control device needs.

A "TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENT NEEDS STUDY" was published for the City of Greenville, N. C. in August 1970 by KIMLEY-HORN AND ASSOCIATES, INC., Professional Engineers of Raleigh, N. C. The following is a direct quote of their summarization of Greenville's traffic sign problem areas.

1. Central Business District: The CBD exhibits numerous problems. On-street parking and truck loading restrict the safe and efficient movement of traffic during peak and off-peak traffic periods. Substandard signal installations (9 of 14), inadequate street capacity (short blocks and narrow streets with inadequate turning lanes), poor intersection layout, the lack of total traffic signal system inter-connection and progression, circulating vehicles, high vehicular turning volumes, and high pedestrian movements with inadequate controls create generally hazardous and congested conditions, particularly during peak traffic periods. Access to the CBD is restricted to radial major thoroughfares, most of which exhibit capacity deficiencies at signalized intersections. As a result of the above, nine of the fourteen signalized intersections are deficient in capacity or will be deficient by 1975, under present conditions. Also, four intersections are high accident locations (one unsignalized).

The CBD area considered herein is bounded by Green and Reade Streets and First and Fifth Streets, inclusive.

2. East Carolina University: ECU generates considerable traffic and pedestrian movement at all hours of the day, most of which traverses or crosses Fifth and Tenth Streets and interchanges with the CBD or otherwise congested areas south of the CBD. Direct access to the University from Tenth and Fifth Street is poor, traffic movement is congested (the three signalized intersections at entrances are deficient in capacity), and

there are considerable vehicle/pedestrian conflicts creating a safety hazard. In addition, five of the six signalized intersections adjacent to the University are capacity deficient. There are ten high accident intersections (two unsignalized) adjacent to the University. These problems are being magnified by the continued expansion of the University with very little corresponding improvements to surrounding streets.

3. Pitt Plaza Shopping Center: This shopping center and nearby strip commercial development along U.S. 264 Bypass generate significant amounts of traffic on the Bypass and N.C. 43 (New Bern Highway). This traffic impedes the safe and efficient movement of other traffic along these streets, and with other traffic creates congestion and hazardous movement, particularly during afternoon shopping and employee movement peaks.

There are two access points to the center on the Bypass and one on N.C. 43. Each of these is well removed from the signalized intersection of these two streets; however, this intersection is deficient in capacity and a high accident location.

4. West End Circle: This shopping, heavy commercial, and partially industrial area around the intersection of Dickinson Avenue (U.S. 264) and Memorial Drive (N.C. 11) generates a significant amount of traffic on these two major routes. This traffic impedes the safe and efficient movement of other traffic on these streets, and with other traffic creates considerable congestion and hazardous movement, particularly during afternoon shopping and employee movement peaks. The problems are magnified by the poor alignment and arrangement of the intersection, the poor street arrangement in the area around the intersection, and development to the street curb which limits sight distance and requires direct access to the major streets at the intersection.

As a result of the above, the signalized intersection is deficient in capacity and a high accident location and six other intersections in the vicinity (only one signalized) are high accident locations.

5. Industrial Areas: The industrial and industrial-commercial areas along Dickinson Avenue, Fourteenth Street, Tenth Street, Memorial Drive, and North Green Street-Bethel Highway generate significant local traffic which during morning and afternoon peaks is congested with unreasonable delays. The major problems are access, high vehicular turning volumes on major streets with heavy traffic from other sources (including the

CBD), and train movements at the numerous adjacent railroad grade crossings. The problems are magnified by industrial expansion, the proximity of the CBD, and the fact that most radial major streets pass through the industrial areas. Most of the signalized intersections in the vicinity of these industrial areas are deficient in capacity, high accident locations, and/or non-standard installations. Also, several unsignalized intersections are high accident locations.

6. Public Buildings: Traffic movement and circulation related to the public administration buildings in the CBD, public schools and parks, and Pitt Memorial Hospital create additional traffic congestion and delay and vehicle/pedestrian conflicts on major streets, particularly during morning and afternoon peak periods. Vehicle/pedestrian conflicts on Elm Street at Rose High School and the recreation center opposite the school are a significant safety hazard all hours of the day. Access to the hospital from other areas of the city is difficult because of its peripheral location; however, access off N.C. 43 and 6th Street is adequate.

In view of the aforementioned study, the following recommendations are made.

Recommendations

It is recommended that the city start negotiations with the N.C. State Highway Commission's Traffic Engineering Department to seek aid for improvements to upgrade the city's traffic control devices in order to maintain safe and efficient traffic operation. The State Highway Commission will finance 100% of any control device on the State maintained roads that have high accident locations.

It is recommended that the city seek the services of the N.C. State Highway Commission to make use of the "urban maintenance fund" on replacing worn out traffic control devices.

The Governor's Highway Safety Program presently aids in financing engineering studies and surveys, but they intend to include in the

1971-72 fiscal year allocations for traffic control device improvements. It is recommended that Greenville make application for these funds as soon as they are available. Also, a continuing accident analyses program should be established and include the following: review accident records on a six month or yearly basis to determine changes in accident locations, frequency, and severity; make on-site inspections and studies of high accident locations; implementation of proper engineering measures to reduce the frequency and severity of traffic accidents; and evaluation of the effects of improvements. This information should be made available to the Planning Department and the Planning and Zoning Board. It would be helpful in rezoning cases, reviewing plans for new subdivisions, constructing new schools, the building of public housing; in summation it relates to the city's entire planning program.

STREET LIGHTING

Greenville's street lighting system includes several series of lighting methods. They are listed as follows: overhead series (mercury and incandescent), Underground series (mercury and incandescent), and Multiple (incandescent and mercury) with a rating of 175 to 400 watts. Equipment and personnel from the electrical department are used for emergency street lighting work. However, normal work such as bulb replacements and luminaire cleaning are done with two men on a bucket truck. Greenville's Utilities Commission policy on maintenance at present is limited primarily to bulb replacements. No fixed policy

has been adopted for cleaning. The Utilities Commission installs new street lighting and updates existing lights as requested by the City Manager of the City of Greenville.

Street lighting in the newer commercial and urban areas is adequate and is designed to meet International Electrical Standards. Some of the older existing subdivisions do not have adequate street lighting and plans are being made to revise and upgrade this lighting. Most of the existing street lights are located at all road intersections. Approximately 80% of Greenville's street lighting is obsolete. Approximately 500 mercury vapor (175-400 watts) will need replacement within the next 12 to 18 months (1973 at least) and an addition of 200 new mercury vapor (250-1000 watts).*

The Greenville Utilities Commission is at present having its street lighting system evaluated by L. E. Wooten Company of Raleigh. Evaluation will include a complete recommendation for upgrading all the street lighting in the city starting first with major thoroughfares and commercial areas and residential areas.

Recommendations

It is recommended that the GUCO utilize the study that is presently being prepared by L. E. Wooten Company when completed in regard to safety, needed changes, improvements, and cost in order to maintain a viable street lighting system.

It is also recommended that the Greenville Utilities Commission work closely with the Greenville Police Department, Pitt County Sheriff's Department, residents and other local agencies or organi-

*SOURCE: Director of Greenville Utilities Department.

zations that have data that could assist in updating the lighting system. This service should be carried out at least annually with these agencies.

AIRPORT

The Pitt County-Greenville City Airport was constructed by the U.S. Navy as a satellite field for MCAS Cherry Point. It was used as a landing field for Air Force pilots training at Kinston during 1950. This training program is no longer in operation and the military has released the Airport Commission from all commitments, including title to the property. It is located in north Greenville adjacent to U.S. Highway 13.

There is over 700 acres in the site which includes the following services: fuel, tie down for 300 aircraft, hangars for 15 aircraft, two lighted runways & beacon, operations building, and classrooms for private flight instruction.

It is an all-weather airport with FAA approved ADF approach to minimum of 600 feet altitude and one (1) mile visibility. All runways are 150 feet wide. Runways: 14-32/5000 feet asphalt, 7-25 5000 feet asphalt, and 1-19/5000 feet, also asphalt. Pavement studies indicate that the gross strength of the airport pavement is 40,000 lbs. gross, single gear and 65,000 lbs. gross dual gear. This will permit all types of business aircraft, both props and jets, to utilize the airport. Large airline jets can use the airport as long as they adjust their weight to the above mentioned gross weights.

Problems include the following: lack of commercial scheduled flights, and the existing Zoning Ordinance needs to be updated and revised to conform to the Model Airport Zoning Ordinance AC 150/5190-3 (recommended by FAA).

Future needs and plans consist of re-surfacing one runway and taxi-way, construction of a maintenance hangar, and additional storage hangars.

Recommendations

It is recommended that the City of Greenville's Zoning Board make the necessary revisions in the present zoning ordinance to conform to the Model Airport Zoning Ordinance (recommended by FAA).

INTER-CITY BUS LINES

The City of Greenville does not have inter-city bus service. The City Manager has the matter under study.

Recommendations

It is recommended that the city begin to initiate plans to have city bus transportation. Due to the poor layout of streets, which includes narrow lanes, street jogs etc., the city should have an origin and destination study prepared to establish the most feasible bus routes. Also operation hours should be established. With growing traffic problems, lack of city parking, increasing college enrollment, the continued construction of public housing, expansion of city facili-

ties, relocation of the hospital, present population of 29,063 and a projected population of 31,800 by 1975, it is recommended that an inter-city bus transportation be started during 1973.



